



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

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www.burlingtonvt.gov/dpw

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

MEMORANDUM

TO: PUBLIC WORKS COMMISSION
FM: CHAPIN SPENCER, DIRECTOR
DATE: OCTOBER 15, 2015
RE: PUBLIC WORKS COMMISSION MEETING

Enclosed is the following information for the meeting on October 21, 2015 at 6:30 PM at
645 Pine St – Main Conference Room

1. Agenda
2. Consent Agenda
3. Germain St Parking
4. 3-Way Stop Control At The Intersection Of Mansfield Ave & Loomis St
5. 132 N. Winooski Ave – Life Safety Appeal of Code Enforcement Order/ Decision
6. Minutes of 9-16-15

Non-Discrimination

The City of Burlington will not tolerate unlawful harassment or discrimination on the basis of political or religious affiliation, race, color, national origin, place of birth, ancestry, age, sex, sexual orientation, gender identity, marital status, veteran status, disability, HIV positive status or genetic information. The City is also committed to providing proper access to services, facilities, and employment opportunities. For accessibility information or alternative formats, please contact Human Resources Department at 865-7145.



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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

M E M O R A N D U M

To: Amy Bovee, Clerks Office
From: Chapin Spencer, Director
Date: October 15, 2015
Re: Public Works Commission Agenda

Please find information below regarding the next Commission Meeting.

Date: **October 21, 2015**
Time: 6:30 – 9:00 p.m.
Place: **645 Pine St – Main Conference Room**

A G E N D A

ITEM

- 1 Call to Order – Welcome – Chair Comments
- 2 Agenda
- 3 10 Min Public Forum
- 4 5 Min Consent Agenda
 - A Harrison Ave Parking
 - B State of Vermont Crosswalk Guidelines
- 5 20 Min Germain Street Parking
 - A Communication, D. Roy
 - B Commissioner Discussion
 - C Public Comment
 - D Action Requested - Vote

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- 6 15 Min 3-Way Stop Control At The Intersection of Mansfield Ave & Loomis St.
A Communication, D. Roy
B Commissioner Discussion
C Public Comment
D Action Requested - Vote
- 7 25 Min 132 N. Winooski Ave. – Life Safety Appeal of Code Enforcement Order/Decision
A Oral Presentation, Code Enforcement
B Oral Presentation, Appellant
C Commissioner Discussion
D Public Comment
E Action Requested - Vote
- 8 5 Min Draft Minutes of 9-16-15
- 9 10 Min Director's Report
- 10 10 Min Commissioner Communications
- 11 Executive Session for Appeal
- 12 **Adjournment & Next Meeting Date – November 18, 2015**



MEMORANDUM

October 5, 2015

TO: Public Works Commission
FROM: Damian Roy, DPW Engineer Technician *DRR*
CC: Norman Baldwin, City Engineer *NB*
RE: Parking Prohibition Request on Harrison Avenue

Background:

The Public Works Department received a request from Jason Jodoin of 35 Harrison Ave to restrict parking on the north side of Harrison Avenue between Central Avenue and Proctor Place. Mr. Jodoin states that during the summer months vehicles park on both sides of the road creating a narrow travel lane for vehicles, pedestrians and bicyclists; that people park there to avoid paying entrance fees to nearby Oakledge Park; and that he has difficulty entering and exiting his driveway when vehicles are parked on the north side of the street across from his driveway.

Observations:

Harrison Avenue is a twenty-three (23) foot wide local residential street with no curbing on either side. This section of Harrison Ave serves as the Harbor Watch neighborhoods sole connection to the rest of the city. Mr. Jodoin's driveway is the only driveway on this section of Harrison Avenue.

Staff distributed fliers throughout the Harbor Watch Neighborhood and the Lakeside Neighborhood, from the southern end of Central Avenue north to Wright Ave, and on Harrison Ave east to Conger Ave. Response to staff's solicitation has been mixed with a fairly clear division between residents of Harbor Watch and the rest of the Lakeside Neighborhood. The majority of residents from Harbor Watch are in favor of the parking restriction citing the narrow travel lanes exacerbated by the shared bike lanes and lack of sidewalk for pedestrians. These residents state that during the summer months vehicles are parked along both sides of the road by folks wishing to access Oakledge Park, they say that this is particularly problematic during

NB 10/13/15

especially hot sunny days and during events held at the Park. All residents who responded from the Harbor Watch community have expressed this concern and their difficulty safely accessing the rest of the city. An opposite view is expressed by other residents of the Lakeside Community. Overall feedback from these residents state that parking along this section of Harrison Avenue is sparse and sporadic throughout the year with the roadway only rarely being narrowed as a result of vehicles parked on both sides. They state that having this section of Harrison Avenue open to parking is valuable to the community as overflow parking and lessens the level of parking throughout the neighborhood so that residents have a greater chance of parking in front of houses. *Please see the attached emails and documented phone conversations.*

Conclusions:

During a summer event when it is most likely that vehicles would be parking on both sides of the road, only seven (7) feet of roadway remains for two way traffic, two bike lanes, and any pedestrians. This is well below city standards of a nine (9) foot lane for one-way vehicular travel. This in itself is an unsafe condition for all modes of travel, but more importantly during such a condition, seven (7) feet of travel would inhibit an emergency vehicle from accessing the Harbor Watch Community as emergency vehicles are eight (8) feet wide and would require at least nine (9) feet of travel width to safely use the roadway. How often this condition occurs has not been measured by staff and appears to be in dispute depending on whether you live in the Harbor Watch Community or the Lakeside Neighborhood.

Based on the balance of information staff received regarding the frequency of vehicles parking on this section of Harrison Ave, staff recommends restricting parking along the north side of Harrison Avenue between Proctor Place and Central Avenue. This restriction will allow some overflow parking from the Lakeside Neighborhood on the south side of the street, maintain fifteen (15) feet of roadway for the multi-modal use, allow emergency vehicle access to the Harbor Watch Community at all times, and solve Mr. Jodoin's issue of driveway access. Staff estimates that the community will lose approximately ten (10) on-street parking spaces along the north side of Harrison Ave while retaining approximately eight (8) on-street parking spaces along the south side. *See attached drawing.*

Staff also received communication from the residents who responded to this request to restrict parking along Proctor Avenue. Proctor Avenue is a dead-end side street that serves one residence, receives no traffic, and is otherwise rarely utilized. Staff recommends maintaining unrestricted parking to further accommodate overflow parking for the Lakeside Community.

Recommendations:

Staff recommends that the Commission adopt:

- Parking restrictions on the north side of Harrison Ave between Proctor Place and Central Avenue at all times.



Harrison Ave
Parking Prohibition Request



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

DESIGNED DRR	RFS NO. 7955
DRAWN DRR	SCALE NTS
CHECKED NJB	DRAWING NO.
DATE 10/1/2015	SHEET 1 OF 2



CITY OF BURLINGTON

SERVICE REQUEST

Name and Address

Name: Jason Jodoin

Request Date: 06/02/2015 8:32 AM

Due Date: 9/2/2015

Address: 35 Harrison Ave

Phone Number: 865-9503

Email Address: jason.jodoin@ge.com

Request

Location: 2-38 Harrison Avenue

Request Description: Mr. Jodoin is requesting "No Parking This Side of Street" signs on the north side of Harrison Ave between Central Ave and Proctor Place. He states that during the summer months cars park on the north and the south sides (people wanting to walk to Oakledge Park) creating a one-lane roadway.

Assign History

Date	Assigned To	Description
6/2/2015 8:32:01 AM	Damian Roy	Request Assigned

Work History

Date	Staff Person	Description
09/02/2015	Damian Roy	Staff talked to Mr. Jodoin regarding his request and the process of bringing it to the PWC. (Entered on 9/2/2015 1:52:12 PM by Damian Roy)

Customer Service

Status: New

Request created by: Damian Roy

Print Date: 10/1/2015 1:32:49 PM



Dear Harrison Ave area Residents,

The Department of Public Works (DPW) has received a request from a resident of Harrison Avenue to prohibit parking on the north and south sides of Harrison Avenue between Central Avenue and Proctor Place. This request was made due to the high number of cars parked in this area during the summer months causing a narrowed roadway. If you would like to offer support or opposition to this request please respond to me via email or phone call by Friday October 2nd, 2015.

Thank you!

Damian Roy, Engineering Technician

Burlington Public Works Department

645 Pine St. Burlington VT 05401

Desk: 802.865.5832

Cell: 802.563.5353

Email: droy@burlingtonvt.gov

- **Jason Jodoin, 35 Harrison Ave** – Mr. Jodoin called (9/2/15) to inquire on the progress of his request and to talk about the process of bringing his request to the PWC. I informed him that I would try to get his request onto the October agenda.
- **Paul Choiniere, 17 Harbor Watch, 862-4316.** Mr. Choiniere called (9/24/15) to offer his support for prohibiting parking along Harrison Ave on both sides of the street and wished to extend the prohibition to include Proctor Place as well. Mr. Choiniere says that when vehicles park on both sides of the street, when combined with the two bike lanes and pedestrians, that often he and others have to wait for the roadway to clear.
- **Joe Gaida, Harbor Watch, 862-3257.** Mr. Gaida called and left a message (9/24/15) stating his support for prohibiting parking on Harrison. He would also like to prohibit parking on Proctor Place as it also poses a safety concern.
- **Marty Therrien, 86 Central Ave, 660-4853.** Mr. Therrien called to offer his views on this request. He is not particularly in favor of restricting parking on Harrison as he does not observe vehicles parking on that road often enough for it to be a problem. Although he does understand the challenges it can present to people living at Harbor Watch and understands that it can pose a danger to bicyclists and pedestrians.

Damian Roy

From: Jim Dunn <jimdunnvt@gmail.com>
Sent: Wednesday, September 23, 2015 5:33 PM
To: Damian Roy
Subject: Parking on Harrison Avenue

Damien

I live in the Harrison Avenue area, and I am responding to the notice regarding the request to prohibit parking between Central Ave and Proctor Place. I strongly support prohibiting parking along this portion of Harrison Avenue, and would support and urge the City to extend the no parking to along Proctor Place as well. We have watched cars continue to park along both streets all summer, and I have commented to others how it would be difficult for emergency vehicles to get through. There is a major sewer pumping station at the end of Proctor Place that is completely blocked by cars most days, blocking access to the pumping station should there be an emergency there. In considering this parking ban, it is important to know that all of these cars are coming from other neighborhoods/towns, and are parking here so they can access Blodgett Beach and Oakledge Park without having to purchase an annual park pass, or pay a daily fee. In other words, for lots of reasons, the most important of which is maintaining access for emergency vehicles, there should be no parking on these streets. I am available to further discuss this matter, and thank you for your efforts in this regard. Jim Dunn

Damian Roy

From: Nathaniel Hoover <nathaniel.hoover@ymail.com>
Sent: Wednesday, September 23, 2015 8:55 PM
To: Damian Roy
Subject: RE: Parking on Harrison Avenue

Hello Damian,

I am a resident of 55 Central Avenue just a few houses down from Harrison Avenue and received your notice in the mail today. I am very much in opposition to the proposed parking change. The notion that cars park there regularly in the summer is false. There are hardly ever cars parked along that stretch, regardless of the time of day or time of the year. (Seriously, people park along that stretch so infrequently I looked around to see if there were "NO PARKING" signs posted already). To suggest that parked cars regularly impede the flow of traffic on this stretch of road is laughable.

Even if it isn't used for this regularly, the parking along that street is handy for overflow parking for people who use Lakeside Park for pick up soccer, the beach, or the St. John's Club. I wouldn't classify on street parking as an issue in the neighborhood, but it is nice to have that extra street space on Harrison Ave just in case.

I imagine that this request came after Eat X Northeast in which there was an influx of parked cars for one weekend. The idea that the City would block parking on that street year round for one event seems drastic to me. It reduces utility for those who live in and recreate in this neighborhood to fix a problem that doesn't exist.

Chapin Spencer lives in this neighborhood. Have you spoken with him about this stretch of Harrison?

Could you please keep me in the loop on developments on this front? I am adamant that this change is unnecessary and a detriment to the neighborhood and would happily attend any meeting discussing it to oppose the change.

Thanks for the heads up!

Cheers,

Nate Hoover

Damian Roy

From: Jerome F. O'Neill <joneill@gravelshea.com>
Sent: Wednesday, September 23, 2015 10:13 PM
To: Damian Roy
Subject: Parking on the north and south sides of Harrison Avenue

As someone who lives just off Harrison Avenue and who drives it daily, I support prohibiting parking on the north and south sides of Harrison Avenue between Central Avenue and Proctor Place. The people parked there seem largely to be people who want to walk over to Oakledge Park and avoid the fee for parking there.

As I know you have in mind, the section of Harrison Avenue on which they park also is a section of road which is part of the bike path. The combination of the cars, the narrowing of the road, and the bike path makes for a somewhat dangerous situation. The road is not wide enough there to accommodate cars parked on the sides.

Jerry O'Neill

Damian Roy

From: Roland Molly <molly.roland@gmail.com>
Sent: Thursday, September 24, 2015 10:30 AM
To: Damian Roy
Subject: Harrison Avenue parking issues

Dear Mr. Roy:

As a residents of Harbor Watch, we do agree that the parking along Harrison between Central Avenue and Proctor Place is problematic, mainly because that section is so multi-purpose, serving as the entrance and exit for Harbor Watch as well as for those entering and leaving the bike path at that same point--and summer is the time of heaviest use for the path.

We support the request for prohibiting the parking in this area.

Tom and Molly Roland

Damian Roy

From: Giules R <giulesr@gmail.com>
Sent: Friday, September 25, 2015 11:47 AM
To: Damian Roy
Subject: parking on Harrison Ave btwn Central/Proctor

Dear Mr. Roy:

I am a resident of the Harbor Watch Condominiums and I am writing in response to your note regarding the proliferation of parking on Harrison Ave. between Central Avenue and Proctor Place.

I am in full support of strictly PROHIBITING parking along this stretch. It is largely people who go to Oak Ledge Park and want free and easy access to the park and bike path. It has become a nuisance and a hazard to pedestrians and bikers on the bike path. In addition to the congestion, the visibility of drivers, bikers, and pedestrians is extremely limited. This will eventually result in an unfortunate accident.

Thank you for your consideration.

Giuliana Robertson
18 Harbor Watch Road

Damian Roy

From: Patty Motch <ppmotch@gmail.com>
Sent: Friday, September 25, 2015 3:45 PM
To: Damian Roy
Subject: Harrison Ave

I would like to add my support for prohibiting parking on the north and south sides of Harrison Ave between Central Ave and Proctor Place. The road becomes dangerously narrow and some cars are parked on the grass.

Patricia P. Motch, 6 Harbor Watch Road

(I wonder if we could limit parking to one side only as a compromise...)

Sent from my iPad

Damian Roy

From: Mark Blair <mblair20@icloud.com>
Sent: Tuesday, September 29, 2015 11:11 AM
To: Damian Roy
Subject: Recent notice concerning parking on Harrison Ave

Damien Roy, Eng. Tech, Burlington Public Works,

My name is Mark Blair and I have owned the duplex on the corner of Harrison & Central Ave for many years. As I'm sure you are aware, this is a duplex with each unit having 3 bedrooms.

One of my residents recently made me aware of the notice about the proposed no parking ban on both the north and south sides of Harrison Ave between Central Ave and Proctor Place. Your notice states that the BPW received this request "from a resident of Harrison Ave" because "due to the high number of cars parked in this area during the summer months causing a narrowed roadway".

As I'm sure you are aware, from the intersection of Harrison Ave and Central Ave, continuing down to the dead end of Central Ave, there is presently no parking signs on the east side of Central Ave (where my driveway goes into my duplex). Furthermore, there are no parking signs on the south side of Harrison Ave from this same intersection, continuing down for some distance directly in front of my duplex. These no parking signs have only been in effect in about the last 2 years, plus or minus. What this amounted to is removing all street parking on both the front and side of my duplex, which has already been a hardship!!!

There is only 1 resident home on the stretch of Harrison Ave where this parking ban is being proposed....This home is on the south side of Harrison Ave.

I find it quite unbelievable that this ban is being proposed, when there is only 1 resident who even lives on this stretch of Harrison Ave.!!

Also, I've been at my duplex many times "during the summer months" and fail to see a huge number of cars parked on this stretch of Harrison Ave on a consistent basis....., and certainly not enough to just ban this important and vital parking on both sides of Harrison Ave., for the convenience of a single resident who lives there. (again, your notice is specifically stating this is the reason for the proposed ban, requested by a Harrison Ave resident, of which there is only one!!). Sure, I'm betting there are times folks do park there because of events in the immediate park or maybe even Oak Ledge park, but....isn't that to be expected as part of living in a community that has adjacent parks??

I can guarantee that if this parking ban goes into effect, it will most likely lead to more and more parking in front of residences who actually live in this area and on the whole stretch of Central and Harrison Ave. At that point, I'm sure DPW will start getting lots of complaints from the folks that actually live in this area that no longer have street parking in front of their own homes!!!

I am vehemently opposed to an outright ban on both sides of Harrison Ave in this area. It makes no sense to me to eliminate all parking in this area where there's only one existing home with one existing driveway on this stretch of Harrison Ave!! Do you really think it's good policy to appease one resident at the expense of all other homeowners living in this area? I'm guessing lots of other neighbors would agree with me, if they think long enough to realize this proposed ban could make parking in front of their own homes almost impossible at times.

Life is all about making compromises.... maybe no parking signs on only the south side of Harrison Ave from the intersection just down past the driveway of this single home should be considered...or something else, but certainly not an outright ban on both sides of this stretch of Harrison Ave.

If it were not for one of my residents, I would never have known anything about this proposed ban, which does not seem right. Please make sure any further correspondence, etc., about this issue is either emailed to me at mblair20@icloud.com or mailed to me at 1439 E Hill Rd., Willsiton, Vt 05495.

Thanks for your consideration and let me know if there is a public hearing or whatever so I can show up and bring neighbors with me.

Sincerely, Mark Blair

PS, please at least send me a quick email, acknowledging you have received this email. Thanks.

Damian Roy

From: Marissa McDonald <mmcdonald@fusemarketing.com>
Sent: Wednesday, September 30, 2015 11:33 AM
To: Damian Roy
Cc: Joan Kemler
Subject: Request to Prohibit Parking on N & S Sides of Harrison

Damian,

I am writing in support of prohibiting parking for **non-residents** on Harrison Ave (and neighborhood), but would like residents to be able to park near their house on one side of the road to ensure safe bike / pedestrian usage of the path.

Another issue is people using the area as a free entrance to the Harbor Watch Beach and Oakledge, and a parking pass system could eliminate this issue as well.

Thank you for your consideration.

Marissa Kemler McDonald and Joan Kemler
13 Harbor Watch

Marissa Kemler McDonald
Associate Director, Brand Strategy

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CHAPIN SPENCER
DIRECTOR OF PUBLIC WORKS

NORMAN J. BALDWIN, P.E.
ASSISTANT DIRECTOR OF PUBLIC WORKS

Date: 10/14/2015

To: Public Works Commission
From: Norman J. Baldwin, P.E. *NJB*
City Engineer/Ass't Director of Public Works

C.C. Chapin Spencer, Director of Public Works
Nicole Losch, Transportation Planner

Subject: Guidelines for Pedestrian Crossing Treatments

At the September 2015 commission meeting staff provided the commission a written communication to inform the commission staff's preference to make use Of Vermont Agency of Transportation Guidelines for Pedestrian Crossing Treatments dated January 2015, and that we would be seeking the Commissions adoption of the State of Vermont's Crossing Treatment Guidelines at the upcoming October 2105 Commission meeting.

Consistent with last month's communication, we are seeking the Commissions adoption of the State of Vermont's Crossing Treatment Guidelines at the upcoming October Commission meeting.

Given the Commissions words of support expressed at last month's meeting this item has been placed on the consent agenda. If there are any follow up question, issues or concerns then by all please feel free to contact myself directly. If need be I will seek to have this item placed on the agenda as a deliberative item.

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CHAPIN SPENCER
DIRECTOR OF PUBLIC WORKS

NORMAN J. BALDWIN, P.E.
ASSISTANT DIRECTOR OF PUBLIC WORKS

Date: 9/15/2015

To: Public Works Commission
From: Norman J. Baldwin, P.E.
City Engineer/Ass't Director of Public Works

C.C. Chapin Spencer, Director of Public Works
Nicole Losch, Transportation Planner

Subject: Guidelines for Pedestrian Crossing Treatments

SUMMARY: I have been tasked with determining what design policies or guidelines the City should adopt to accessibility and walkability of our community. The City has sought on many fronts to improve its walkability with the ambitious goal of achieving a gold-level Walk Friendly Community designation.

Consistent with this goal, the Commission has requested staff bring forward guidelines on two specific policy items:

1. Criteria for the establishment of mid-block crosswalks
2. Criteria for the installation of Rectangular Rapid Flashing Beacons (RRFBs)

We have reviewed the State of Vermont's recently updated [Crossing Treatment Guidelines](#) and believe the document provides good initial guideline for the City in evaluating both topics above as well as many others. As such, we are recommending the Commission adopt the State's Crossing Treatment Guidelines at its October meeting. We will be available to discuss the guidelines at the upcoming meeting in September.

BACKGROUND: With the expended employment and retail activity along the Pine Street the City sought to improve walkability and with the financial support of the State of Vermont the City installed Rectangular Rapid Flashing Beacons(RRFB's). The RRFB's have proven to be highly successful as a warning device increasing the likelihood of vehicles yielding to pedestrians seeking to cross at the various locations along the corridor. If you travel the Pine Street corridor, you are aware of a very active walking corridor, with a high volume of vehicular traffic throughout the day. Seldom can you travel the Pine Street corridor without having a RRFB being activated and have a pedestrian on one side or the other waiting to cross. The success of the Rapid Flashing Beacon in part is the prudent application and use of the RRFB's as an enhancement to an uncontrolled crosswalk location.

As a result of the Pine Street experience, there have been requests submitted to the department requesting the installation of a RRFB's in other locations within the City. At a more recent Public Works Commission a resident had asked the Commission to consider the installation of two pair of RRFB's on the north side of the Willard Street Rotary to cross Willard Street and St.Paul Street. RRFB's have only recently become available as another tool in our arsenal of influencing driver and pedestrian behavior to limit conflict, improve access and safety. As a City agency, we have had

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to grapple with developing our own policy guidelines that specify when a RRFB would be appropriate enhancement to an uncontrolled crosswalk.

In our effort determine the best practices we have researched various Federal, State and local agencies policies that speak to the design and installation of RRFB's, each agency has their own approach in determining the design and possible threshold where RRFB's should installed as an enhancement to an uncontrolled crosswalk.

Given we are not an island unto ourselves and one of the most fundamental philosophies of Traffic Engineering design is to ensure the systems we are justified, installed and built and predictably following Federal and State Standards. Manual on Uniform Traffic Control(MUTCD) has allowed for the installation of RRFB's as a warning device for crosswalks. The MUTCD speaks to how the RRFB's would be constructed and operate however has not gone so far as to provide a standard of review in which it would be appropriate and necessary to install a RRFB. Our State Agency of Transportation (VTRANS) has issued a guidance document entitled "Vermont Agency of Transportation Guidelines for Pedestrian Crossing Treatments". The VTRANS document provides a framework for decision making to determine if a crosswalk is needed, if it is needed how it would be configured, and would it require additional enhancements such as a RRFB. Given the State of Vermont is a partner on many projects providing funding for many of our initiatives, our requirements should not be in conflict with MUTCD, or VTRANS Standards.

Referencing VIRANS document on page 22, last paragraph "crosswalk enhancements are generally based on three criteria: traffic volume, posted speed and lane configurations. The tables in figures 10 and 11 indicate when marked crosswalks alone are appropriate or when use of enhancements should be considered. The tables also indicate which of the crosswalk enhancements should be considered for a given set of conditions. The tables are not meant to be proscriptive, but rather provide guidance on enhancements that could be used."

Referencing VTRANS document page 24, Figure 11 for streets with a posted speed limit 30 MPH or less which is more common in Burlington, with Annual Average Daily Traffic (AADT) of >9,000. A RRFB would be appropriate if all other requirements were met such as adequate sight distance, there is not another crosswalk within 200 feet of the location, engineering judgment, etc.

Examining the CCRPC's Traffic Counts there are a number of street segments that would fit the AADT Criteria. For your consideration I am providing you a listing of traffic counts for streets exceeding the 9,000 AADT.

CCRPC ID	Count Date	Description	AADT
BURL44	2005	PINE ST. BTW LOCUST & HOWARD ST.	13000
D144	1993	PEARL ST. EAST OF N.UNION ST.	12930
D155	2009	PEARL ST. JUST EAST OF SOUTH WILLIAMS ST.	12300
BURL02	2005	NORTH AVE. SOUTH OF INSTITUTE RD.	12000
BURL75	2010	COLCHESTER AVE. BTW CHASE ST. & GREENMOUNT CEMETERY	12000
BURL80	2010	PEARL ST. BTW SOUTH WILLIAMS ST. & HANDY CT.	12000
D507	2002	SOUTH WINOOSKI AVE. BTW MAIN ST & COLLEGE ST	12000
D447	2005	S.PROSPECT ST. NORTH OF MAIN ST.	11800
D541	2009	PINE ST. NORTH OF LAKESIDE AVE.	11800
D045	2009	NORTH AVE. 0.25 MI. SOUTH OF INSTITUTE RD.	11700
D444	2009	PINE ST. BTW LOCUST ST. & HOWARD ST.	11700
D446	2009	SHERMAN ST. BTW PARK ST. & NORTH ST.	11600
D457	1989	EAST AVE. NORTH OF US 2	11140
D154	2009	COLCHESTER AVE.EAST OF NASH PLACE	11100
D456	1989	COLCHESTER AVE. NORTH OF CHASE ST.	10970
D097	1996	BATTERY ST.SOUTH OF MAIN ST.	10900
D164	2002	US 7 NORTHWEST OF MARIAN ST.	10900
D148	2009	NORTH AVE.NORTH OF COTTAGE GROVE	10800
D460	2009	PEARL ST. WEST OF WINOOSKI AVE.	10600
D169	2009	MANHATTAN DR. EAST OF N.CHAMPLAIN ST.	10500
D168	1989	SOUTH PROSPECT ST. SOUTH OF COLCHESTER AVE.	10310
BURL14	1994	MANHATTAN DR. EAST OF PARK ST.	9840
BURL01	2005	PLATTSBURG AVE. SOUTH OF SUNSET DR.	9600

D171	2009	PINE ST.SOUTH OF MAPLE ST.	9600
D163	2009	ST.PAUL ST.SOUTH OF MAPLE ST.	9400
AOT20	2002	N. WINOOSKI AVE. (ALT US 7) BTW ARCHIBALD ST & RIVERSIDE	9100
BURL78	2010	EAST AVE. BTW EAST VILLAGE & BILODEAU CT.	9000
D138	2009	EAST AVE. SOUTH OF BILODEAU CT.	9000
D172	2009	EAST AVE. SOUTH OF COLCHESTER AVE.	8600
D157	2002	ST. PAUL ST SOUTH OF HI-RISE	8400
D475	2009	VT 127 (NORTHERN CONNECTOR) 0.2 MILES NORTH OF EXIT TO NORTH AVE.	8100

This list of streets may not be all representative of every street meeting this criteria, given a portion of this data may be aged, or segments of the roadway are missing from the counts performed by CCRPC but is representative of our roadway network volumes.

At a recent Commission meeting a resident was expressing concern that the State managed Willard Street Roundabout Project was taking too long to go to construction and that it was increasing difficult for residents and school children to cross safely at Willard Street and St.Paul Street north of the rotary. The resident was pleading with the Commission to have the City with its own resources advance the installation of RRFB's at the two crossings in advance of the State Fund Safety Improvement Project. In giving this resident the due consideration staff did use the above referenced guidelines to review the locations and determined the installation of RRFB's were warranted, in addition the States plan set for the Willard Street Roundabout Project does include the RRFB's as requested.

Staff feels strongly these two locations are strong candidates for RRFB's as a crosswalk enhancement given the volume of vehicular traffic, the distance in separation to the nearest crossing location, the need to provide a higher degree of crossing protection to a vulnerable population (School Kids).

I am recommending:

- the adoption and the application of Vermont Agency of Transportation guidelines for Pedestrian Crossing Treatments dated January 2015 is a very good first step and will allow us to review the various crosswalk and RRFB requests.
- the installation of RRFB's at the two crosswalk locations just north of the Willard Street Rotary

If you have any question please feel free to give me a call.

Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

July 26, 2011

UNITED STATES ACCESS BOARD
A FEDERAL AGENCY COMMITTED TO ACCESSIBLE DESIGN

shall provide a minimum clear space complying with R404 entirely within the shelter. Where seating is provided within transit shelters, the clear space shall be located either at one end of a seat or shall not overlap the area within 460 mm (1.5 ft) from the front edge of the seat. Environmental controls within transit shelters shall be proximity-actuated. Protruding objects within transit shelters shall comply with R402.

Advisory R308.2 Transit Shelters. The clear space must be located entirely within the transit shelter and not interfere with other persons using the seating.

R309 On-Street Parking Spaces

R309.1 General. On-street parking spaces shall comply with R309.

Advisory R309.1 General. R214 specifies how many accessible parking spaces must be provided on the block perimeter where on-street parking is marked or metered. Accessible parking spaces must be identified by signs displaying the International Symbol of Accessibility (see R211.3 and R411). Accessible parking spaces should be located where the street has the least crown and grade and close to key destinations.

R309.2 Parallel Parking Spaces. Parallel parking spaces shall comply with R309.2.

Advisory R309.2 Parallel Parking Spaces. The sidewalk adjacent to accessible parallel parking spaces should be free of signs, street furniture, and other obstructions to permit deployment of a van side-lift or ramp or the vehicle occupant to transfer to a wheelchair or scooter. Accessible parallel parking spaces located at the end of the block face are usable by vans that have rear lifts and cars that have scooter platforms.

R309.2.1 Wide Sidewalks. Where the width of the adjacent sidewalk or available right-of-way exceeds 4.3 m (14.0 ft), an access aisle 1.5 m (5.0 ft) wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall not encroach on the vehicular travel lane.

Advisory R309.2.1 Wide Sidewalks. Vehicles may park at the curb or at the parking lane boundary and use the space required by R309.2.1 on either the driver or passenger side of the vehicle to serve as the access aisle.

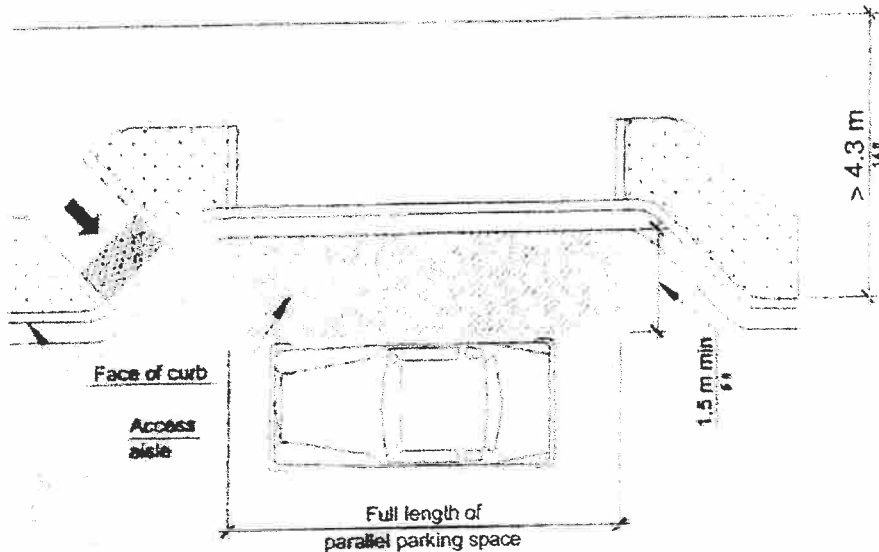


Figure R309.2.1
Wide Sidewalks

R309.2.1.1 Alterations. In alterations where the street or sidewalk adjacent to the parking spaces is not altered, an access aisle shall not be required provided the parking spaces are located at the end of the block face.

R309.2.2 Narrow Sidewalks. An access aisle is not required where the width of the adjacent sidewalk or the available right-of-way is less than or equal to 4.3 m (14.0 ft). When an access aisle is not provided, the parking spaces shall be located at the end of the block face.

Advisory R309.2.2 Narrow Sidewalks. Vehicle lifts or ramps can be deployed on a 2.4 m (8.0 ft) sidewalk if there are no obstructions.

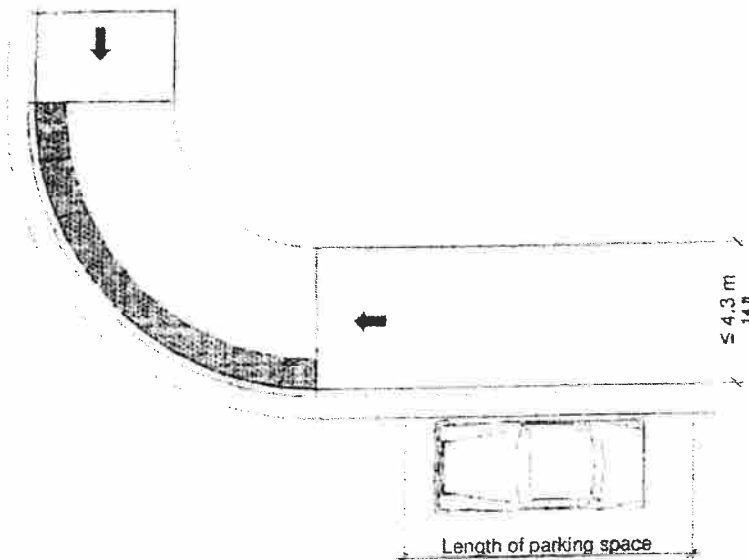


Figure R309.2.2
Narrow Sidewalks

R309.3 Perpendicular or Angled Parking Spaces. Where perpendicular or angled parking is provided, an access aisle 2.4 m (8.0 ft) wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall be marked so as to discourage parking in the access aisle. Two parking spaces are permitted to share a common access aisle.

Advisory R309.3 Perpendicular or Angled Parking Spaces. Perpendicular and angled parking spaces permit the deployment of a van side-lift or ramp.



MEMORANDUM

September 29, 2015

TO: Public Works Commission
FROM: Damian Roy, DPW Engineer Technician *DR*
CC: Norm Baldwin, City Engineer
RE: Germain Street Parking

Background:

Staff received a request from Cathy Austrian of 16 Germain Street to evaluate the parking situation on Germain Street. Ms. Austrian states that the street is too narrow for the utilized unrestricted parking on both sides which creates an unsafe condition. Ms. Austrian specifies inadequate travel lanes in each direction, lack of greenbelt protected sidewalks, lack of sight lines for pedestrians, and the inability for emergency and service vehicles to access the residents along the street as reasons for the unsafe condition. All these issues are exacerbated during the winter months where plowed snow builds up along the sides making the street narrower in effect.

Observations:

Germain Street is classified as a two-way local street, is twenty-six (26) feet in width and allows unrestricted parking on both sides providing access to fifteen (15) houses each having two stories, several of which are multi-unit apartments. Unrestricted parking on both sides of the street leaves ten (10) feet for two lanes of travel. The city minimum travel lane width is set to nine (9) feet. Curb footage allows for a total of thirty-two (32) on-street parking spaces, fifteen (15) on the east side of the street and seventeen (17) on the west side. There are currently no parking restrictions at either end of the street. The properties on the east side appear to have more off-street parking than the west side. St. Joseph's Cemetery is located immediately east of Germain Street and is bordered by Archibald Street to the north and Pomeroy Street to the south. Archibald Street is a local collector street that receives significant commuter traffic between the New North End and the eastern side of the city. It is twenty-four (24) feet wide west of Germain Street and narrows to twenty-two (22) feet wide just east of Germain Street. Parking is allowed

NB 10/2/15

on the south side of Archibald Street creating two narrow travel lanes often requiring one vehicle to pass at a time where there is a parked vehicle present. Pomeroy Street is a twenty-six (26) foot wide local collector street serving very few houses between North Willard Street and Colonial Square as it bisects St. Joseph Cemetery. There are currently no on-street parking restrictions on Pomeroy Street.

Residents of Germain Street have been contacted regarding Ms. Austrian's request and have responded with mixed reactions. Eighteen (18) Germain Street residents have responded with six (6) in favor for maintaining the existing parking conditions, five (5) for restricting parking to one side of the street, and four (4) requesting full time resident only parking. *Staff has received other suggestions from residents as well, for a full list please see the spreadsheet below as well as resident's emails to staff.* Staff invited residents to a neighborhood meeting on September 3rd held at the Senior Center at 241 North Winooski Ave. in an effort to build understanding between the opposing views that would hopefully result in greater consensus. Unfortunately few residents attended this meeting and while a better understanding was reached between the residents and staff, consensus between the balance of convenience versus safety was not reached. From the various public correspondence received, staff concludes that most residents agree that the street is too narrow creating unsafe conditions, but those not in favor of restricting on-street parking cite the loss of parking as too great a burden to their quality of life.

Staff investigated the impact of Germain Street's ten (10) foot travel lane has on emergency vehicle access. Staff contacted Fire Marshall Barry Simays who responds that wider travel lanes promotes quicker response and access for emergency vehicles and that in a home fire emergency where a second floor rescue is needed, sixteen (16) foot unobstructed pavement width would be required to safely deploy a Fire Engine's outriggers. *See attached emails.* This sixteen foot requirement signifies a safety concern when considering Germain Street's existing ten foot lane when on-street parking is at capacity. Fire Marshall Simays specifies that AASHTO's design criteria for Minimum Turning Path for Intermediate Semitrailer (WB-12 [WB-40]) Design Vehicle apply. *See attached.*

Conclusions:

Germain Street is in a unique situation when compared to other narrow streets in the city as it is located next to Pomeroy Street which receives relatively light traffic volumes and is wide enough at twenty-six (26) feet to accommodate parking on one side. As Pomeroy Street bisects the St. Joseph Cemetery there are no houses or obstructions in the Right Of Way to conflict with on-street parking. Staff estimates Pomeroy Street can accommodate eighteen (18) parking spaces on the north side to potentially replace the loss of parking on Germain Street. Impacts of parking on Pomeroy Street include narrower travel lanes, slower speeds, and possible erosion of the greenbelt on the north side due to lack of curbing. Staff estimates constructing curbing along the north side of Pomeroy Street to cost the city \$45,000 with funding becoming available as soon as fiscal year 2018. Less costly options to keep vehicles from parking on the greenbelt include boulders, bollards or delineators. The Burlington Stormwater department is currently in the process of designing improvements to the north side of Pomeroy to mitigate erosion that is occurring there. *See attached.* Any street side improvements made as a result of this traffic request will need to be coordinated with the Stormwater Department's erosion control plan.

If on-street parking is to be restricted on Germain Street, Staff has identified the east side of Germain to be the best side for the restriction as it offers fewer on-street parking spaces than the west side and the houses on the east side of the street have greater driveway capacity which staff hopes will lessen the number of vehicles displaced by a parking restriction.

Current on-street parking conditions on Germain Street maximize convenience and quality of life for its residents; a quality that the city, whenever possible, strives to maintain and improve. As with some other older streets in the city, Germain is too narrow to properly provide access for every contingency and in a worst-case scenario situation may seriously inhibit emergency personnel from preventing loss of life or property. Meanwhile Pomeroy Street's characteristics allow it to accommodate additional parking with little negative impact anticipated to the area's traffic patterns.

Due to the safety concerns regarding Germain Street, and supported by an adjacent street that can accommodate additional parking, staff recommends that parking be restricted on the east side of Germain Street. Staff further recommends restricting parking on the south side of Pomeroy Street between North Willard Street and Colonial Square to avoid vehicles parking on both sides of the street.

Recommendations:

Staff recommends that the Commission adopt:

- Parking restrictions on the east side of Germain at all times.
- Parking restrictions on the south side of Pomeroy at all times.



Germaine Street/
Pomeroy Street
Parking



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**
645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

DESIGNED DRR	RFS NO. 8187
DRAWN DRR	SCALE 1"=50'
CHECKED NJB	DRAWING NO.
DATE 9/16/2015	SHEET 1 OF 1



Damian Roy

From: Barry Simays
Sent: Wednesday, July 22, 2015 8:54 AM
To: Damian Roy
Subject: Re: Germain Street

Damian,

Same conditions apply as per our last discussion regarding a separate project. Apparatus width and turning radius specifications don't change, and are on file with Paul in Maintenance. WB40 and manufacturers turning radius specifications apply. Any time we can increase travel width on an older, narrow street, it improves safety for our responders as well as working clearance for apparatus.

BC Barry Simays, CFI, IAAI-FIT
Fire Marshal
Burlington Fire Department
132 North Avenue
Burlington, VT 05401
(802) 864-5577
(802) 658-7665 (Fax)
bsimays@burlingtonvt.gov

From: Damian Roy
Sent: Tuesday, July 21, 2015 15:37
To: Barry Simays
Subject: Germain Street

Hi Barry,

I am evaluating parking on Germain, another narrow street. Which apparatus would be serving this street and how much road width is required to operate the aerial ladders? Current travel width is approx. 10'.

Thank you,
Damian

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Cell: 802.598.8356
Email: droy@burlingtonvt.gov
Web: www.burlingtonvt.gov/dpw



MEMORANDUM

March 20, 2013

TO: Public Works Commission
FROM: Joel Fleming *JF*
RE: Birch Court Parking Request

Background:

Staff received a request from a resident of Birch Court in the new north end to add parking to the south side of Birch Court at the extension. Birch Court is a low volume, residential, dead end street off on North Avenue in the new north end. Currently there is parking on the North side of the street only.

Observations:

Staff visited Birch Court and determined that in the narrow section, closest to North Ave, the roadway is 25 feet wide; the extension is 30 feet wide. The resident has asked staff to remove the restriction on the south side of the street in the section that is 30 feet wide. The typical configuration of a residential street with parking on both sides is an 8 foot parking lane, two 10 foot travel lanes and another 8 foot parking lane. For that configuration the street would have to be a minimum of 36 feet wide. The existing configuration is an 8 foot parking lane with two 11 foot travel lanes.

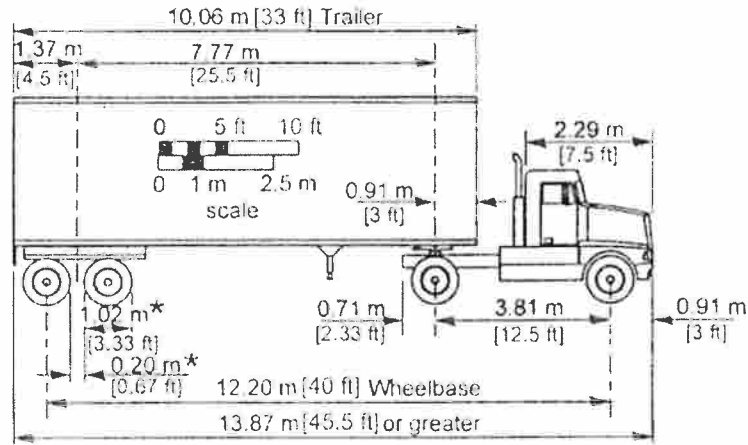
Staff talked to Barry Simays, the City Fire Marshall, about the lane width needed for the fire trucks to be able to get their out riggers out on the street. Barry said that the Fire Department needs a minimum of 16 feet for the out riggers. With parking on both sides of the street there would not be enough room for the fire department to get their trucks onto the street.

Conclusion:

Birch Court is not wide enough to accommodate parking on both sides of the street. Each house on the street has off-street parking available.

Recommendation:

Staff recommends that the commission not adopt the proposed amendment to eliminate the existing parking restriction on the south side of Birch Court.



* Typical tire size and space between tires applies to all trailers.

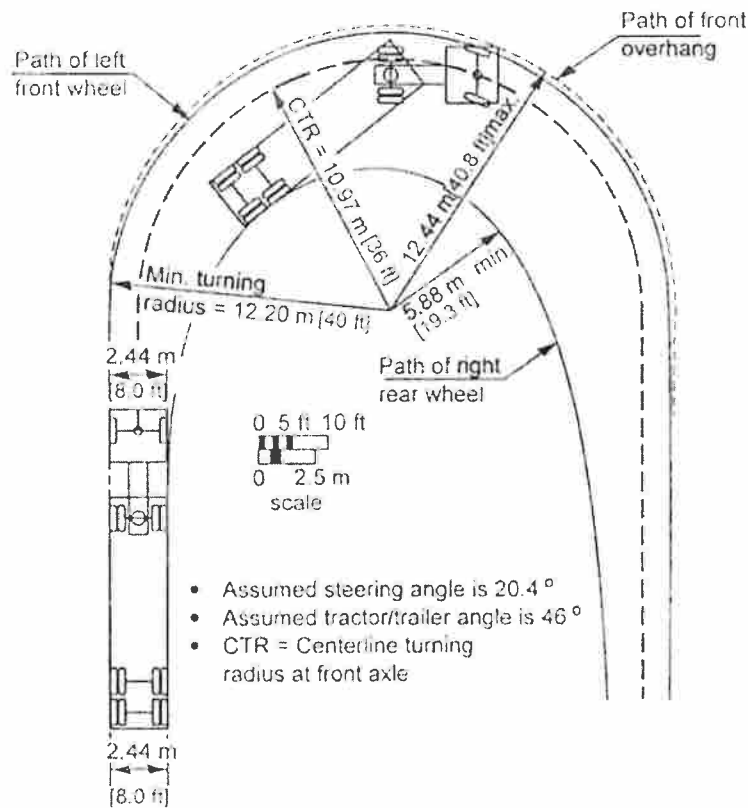


Exhibit 2-13. Minimum Turning Path for Intermediate Semitrailer (WB-12 [WB-40]) Design Vehicle



Dear Germain Street Residents,

The Department of Public Works (DPW) received a request from a concerned resident of Germain Street regarding the width of the street and how it affects on-street parking and safety, particularly Emergency Service access. DPW agrees that the street is too narrow and creates a safety hazard for residents. Eliminating parking on one side of the street is the first option. We ask for your feedback and opinion on this and any other concerns you might have. Please respond via email or phone call before 8/15/15.

Thank you!

Damian Roy, Engineering Technician

Burlington Public Works Department

645 Pine St. Burlington VT 05401

Desk: 802.865.5832

Cell: 802.563.5353

Email: droy@burlingtonvt.gov

Germain Street Tally of resident's position regarding parking restrictions RFS#8187 DRR 08/12/15

Resident Name	Address	For Maintaining Existing Parking	For Full Time Resident Only	For Prohibiting Parking on one side	For removing sidewalk on one side	For changing traffic to one-way only
Andrea O'Connor	n/a					
Pat Boera	25 Germain	x	x		x	
Cathy Austrian	16 Germain			x		
Bill O'Connor	n/a		x			x
Amanda Chojnowski	16 Germain			x	x	
Joseph Maynard	n/a		x			
Tim Barritt	25 Germain	x				
Sue Royce	n/a		x	x		
Kai Mikkell Forlie	27 Germain			x		
Angela Smith	n/a	x				
Amanda Young	14 Germain			x		
Dawn Hein	25 Germain	x				
Bob Kiss		x				
Loredo Sola		x				
TOTALS		6	4	5	2	1

For adding Line-striping	For Pedestrian Only	For Adding Speed Bumps
x		
x		
x		
	x	x
3	1	1



Dear Germain Street Residents,

The Department of Public Works (DPW) has received a large number of responses regarding the parking conditions on Germain Street with a wide variety of suggested solutions. There are too many different suggestions to identify resident consensus. **DPW would like to hold a community meeting on Thursday September 3rd at 6:00pm at the Senior Center at 241 North Winooski Ave. to facilitate discussion and find resolution.** It is my hope that after this meeting the residents and staff will have clear understanding as to how parking on Germain Street can best serve residents.

Thank you!

Damian Roy, Engineering Technician

Burlington Public Works Department

645 Pine St. Burlington VT 05401

Desk: 802.865.5832

Cell: 802.563.5353

Email: droy@burlingtonvt.gov

Burlington Public Works COMMUNITY MEETING SIGN-IN SHEET

Germain Street Parking

Staff: D.Roy, N. Baldwin

9/2/2015

[illegible]

Damian Roy

From: Cathy Austrian <caustrian@gmail.com>
Sent: Friday, July 17, 2015 9:15 AM
To: Damian Roy
Subject: Germain St Parking and Safety

Hi Damien,

I am writing to you at the suggestion of Laura Wheelock in regards to the concerns I raised in an email I sent to DPW about Germain St, specifically in regards to the content related to road safety.

I have been a resident of Germain St for five years, the past two of which as the homeowner of 16 Germain. We are currently scheduled for road repaving and initial work appears to have started on Wednesday. While I am very grateful that we will receive the benefits of a new road surface, to include the removal of the bump out in front of 20 Germain St. The fact is there is also an issue of street safety that I feel needs to be addressed as well.

Our street as you know is small and rather unique in that we have the following conditions: 1. allowed parking on both sides of the street, 2. there is no greenbelt in addition to the sidewalks and 3. it is a two way street (which if cars are parked on both sides (as currently permitted) that only allows traffic through one way at a time. If there are cars moving in both directions one needs to pull over to allow the other to pass. This can only occur if there is room for the other vehicle to pull over and cannot even occur if the street parking is full. This last situation, I believe is a problem of vehicle congestion. Our small street was never meant to hold so many cars.

On Germain we have a combination of single family and duplex homes . Of which, at least two of the single family homes are rentals to students (#17 & #19) with a combined nine tenants and the potential for nine vehicles of which only four(two per driveway) can park off street. Then there are "regular parkers" (non residents) during the day that work nearby and find our street safe to park on.

Any way you look at the above variables we can be one very busy packed little street at any given time.

When this presents the most concern is during the winter months. Once snow and ice start to build up we loose our sidewalks completely to snow cover and they are not serviced by the sidewalk plows. Then vehicles parked start to migrate further into the road.

I have called DPW twice in the past to report the issue of limited access. I have seen garbage trucks have to back out rather than be able to pass through unobstructed. The response from your department was timely and required a bucket loader and bobcat to clear the street edges next to the curbs. This in effect widened the street for vehicle passage. (The sidewalk clearing still left until the thaw and up to responsible landlords such as myself to provide sidewalk for the postal carrier and pedestrians.)

Now to the heart of the matter:Especially (but not limited to) in winter this means if a firetruck or other emergency vehicle which needs to get down our street could get stuck and unable to access the potential victim or building!

I urge you to consider other options for Germain St: whether it be one side street parking and one way traffic or other measures to secure a safe and patent street.

I do not own a car and I am in the minority. Our street population (and vehicle) growth needs to be met with a viable solution.

As a long term resident, mother, landlord, and a very concerned citizen we need to know our families and neighbors can be safe and receive the timely emergency response of our first responders if that is necessary.

I would greatly appreciate your attention to this issue and hope your department may offer some viable solutions. Thank you very much for your time regarding this matter.

Respectfully yours,

Cathy

Cathy Austrian

16 Germain St Apt 2

Burlington VT 05401

802-310-4736 (home)

caustrian@gmail.com

Damian Roy

From: Bill O'Connor <boconnor99@comcast.net>
Sent: Thursday, July 30, 2015 9:35 AM
To: Damian Roy
Subject: Germain st Resident notice

H Damian,

First of all there is a significant problem on Germain street. First is the width of the street and second is the number of cars parked on it.

The width is a problem. Did you know that the Fire Dept uses Germain St to practice driving their trucks because it is so tight. One day I asked if it was too tight and they replied with an affirmative saying that the street had to be open enough to allow access at all times. I am concerned because in the winter there are even more cars on the street and the space on the road is almost not wide enough for cars to pass through.

The second concern is the number of cars parked on the street. Many of the houses on the North end of the street are rentals with two or more cars per unit. That means each house is using 4 or more parking spaces. Now compound that with the cars which are supposed to be parked on Archibald Street but don't because they are afraid of getting struck by the commuter traffic which for some reason speed up Archibald. It's unfair for Archibald tenants to park on Germain's already limited space.

If you limit parking to one side of the street there will be a serious parking problem unless you allow parking on upper Archibald and Pommery.

I suggest taking out one side walk to widen the street and then limiting parking on Germain for Germain Street residents only. And then, paint parking spots on the pavement to maximize the space available.

Thank you for your concern for our neighborhood,
Bill

Bill O'Connor
www.HotYogaBurlingtonVt.com
802 999-9963

Damian Roy

From: Andrea Oconnor <workingwellvt@comcast.net>
Sent: Thursday, July 30, 2015 3:28 PM
To: Damian Roy
Subject: concerning Germain Street

Damian,

Thanks for the opportunity for input to the situation on Germain Street.

It's my thinking that eliminating parking on one side of the street will cause hardship to the street residents and the city.

Half the people on the street will no longer have a place to park. And they will be forced to use upper Archibald and upper Pomeroy Street. I'm not sure it's even legal to park in these areas. That will create traffic problems on both those streets, especially in winter. Already since they've been working on Germain Street, traffic is almost one lane on both Pomeroy and Archibald. Come see the situation tomorrow if you want to check it out. Certainly in the winter with snow, it will be impossible for two cars to pass. So you would be creating more problems and solve none.

I know the resident who complained is concerned about landlords (slumlords) who pack a one family home with six students and don't offer off street parking. But she doesn't realize that she is creating a hardship for the many people on the street who are her good neighbors and homeowners as well.

My suggestion is that you remove one of the sidewalks, paint parking lines on the street to maximize parking potential, and create resident only parking.

Thanks for listening.

:) andrea

Andrea O'Connor
Yoga Teacher

Damian Roy

From: Angela Smith <angmsmith@gmail.com>
Sent: Friday, July 31, 2015 10:14 AM
To: Damian Roy
Subject: Thoughts on Germain Street parking

Hi Damian

We live on Germain Street in Burlington, and got a notice that you were soliciting comments on the parking situation.

We feel strongly that limiting parking to only 1 side of the street would be detrimental to residents. There is little parking currently. Not every house on the street has enough parking to accommodate their tenants, so there's a lot of spillover onto the street. Limiting parking to only 1 side of the street would make a bad situation worse.

As for the narrowness of the street, it's not an issue. The only time that it causes trouble is in the winter, when the street isn't plowed or the sidewalk not maintained. In fact, I think that removing the sidewalk that was bumping out and making it flush with the rest of the street will be a big help.

Where the parking is an issue is on Pomeroy and Archibald. As you turn off of Germain Street onto these streets, the parked cars make it impossible to see oncoming traffic. We've almost been in a few accidents because of this. I'd love to see parking limited to the the south side of Pomeroy and the north side of Archibald, keeping the view corridors free when you're coming off of Germain Street.

Finally, I did want to share a concern that I and several neighbours share. People drive down Germain Street pretty fast. We've had to ask people to slow down, and have taken to putting things in the street to calm traffic when our children are out playing. There are lots of children on the street, and they run back and forth to each other's homes, ride bikes, or any other number of activities. Now that the street will be paved (hooray!), we are concerned that people will drive down the street faster still. We'd love to see some speed bumps put in, similar to what you did at the top block of North Street.

Thanks for your consideration, and please let me know if you have any questions -

Angela

--

Angela Smith, PHR
www.linkedin.com/in/angmsmith/

Damian Roy

From: Susan Royce <sroyce1@yahoo.com>
Sent: Sunday, August 02, 2015 4:56 PM
To: Damian Roy
Subject: Germain Street Options

Hi,

I am a resident of Germain Street and I feel that parking on one side of the street is a good idea but also it should be considered to have resident only parking. There are vehicles that park on the street that the owners work at Community Health Center and also there are at least 2 homes on the street that are rented to college students who have friends who park on the street also. Possibly in the winter if the plows could push the snow onto the side walk that would be great. For some reason people do not use the sidewalks they walk in the middle of the road. It is a safety hazzard for sure and would not be possible for emergency vehicles to get through.

Thank you,

Sue Royce

Damian Roy

From: Tim <timbobo3@yahoo.com>
Sent: Monday, August 03, 2015 8:49 PM
To: Damian Roy
Subject: Germain St

Hi Damian,

As a co-landlord of 25 Germain, I and my wife vote no to one side parking. Although the street is narrow, it would be too much of a hardship for current tenants with constraints on off-street parking. History holds the key here: leave as is.

-Tim Barritt

802 734 3668

Damian Roy

From: Joseph Menard <stewietheking@yahoo.com>
Sent: Thursday, August 06, 2015 3:17 PM
To: Damian Roy
Subject: Germain St. Parking.

Seems to me the best solution is to have Germain St., and the 4 corner lots on both Archibald St. and Pomeroy St., in front of the 4 buildings on both streets as "resident parking only." That would mean far fewer cars on the street. Many times I've seen people park on Germain St. and go into Archibald St. buildings. Resident parking only might solve the problem.

Damian Roy

From: Patricia Boera <boerap@champlain.edu>
Sent: Sunday, August 09, 2015 1:09 PM
To: Damian Roy
Subject: Feedback from a Germain Street resident about parking on one side of the street

Hello Damian,

Thank you for inviting feedback from the residents of Germain Street regarding the request from a "concerned resident" about the narrow nature of the street.

Here are my thoughts:

At the moment, I have the luxury of daily access to my driveway because the resident on the other side of the duplex does not currently own a car. That said, there have been many times when I have been unable to make the turn into my driveway from either direction because vehicles are either parked so close to either edge or because there is a vehicle on the opposite side of the street. So, I have ended up looking for parking on the street.

Cars park haphazardly, often leaving generous space in between...but not quite enough for another vehicle to fit. Whether you opt to have cars park on just one side or on both sides of the street, would you consider adding markers to the pavement to indicate where a normal-size parking spot would begin and end and putting in short triangular-shaped markers to allow reasonable space on either side of driveways?

Although I appreciate the comments on the "concerned resident," my personal concern is that were you to limit parking to just one side of Germain Street, there would not be enough spots for all of the current residents of the street. Several houses on the west side of the street house students or are configured into multiple apartments with one or more residents, so there are more vehicles than there are properties. Residents on the side of the street that would be designated as the parking side might feel "ownership" of the spots leaving folks on the other side of the street without a place to park near where they live. This would quickly result in frustration. At the end of my busy workday, the last thing I want to do is circle blocks near where I live to look for a parking spot.

While I have your "ear," I am wondering what your plan is for driveway access on our street. I notice two by fours placed at driveway edges along the street. There's quite a drop from the current driveway level to street level which could quickly wear on tires. Will there be another layer (or two or three) of blacktop before the project is considered done? The current signs on the traffic cones on Germain Street have an end date of August 8th, 7 PM, but clearly the work is not done.

Please keep me informed about the progress of this project. Thank you again for opening up the discussion to the residents of Germain Street.

Warm regards,

Pat Boera, 25 Germain Street

Damian Roy

From: Kai Gmail <kaimikkelforlie@gmail.com>
Sent: Tuesday, August 11, 2015 12:13 PM
To: Damian Roy
Subject: Germain Street Parking/Safety
Attachments: dpwparking1.pdf; dpwparking2.pdf

Mr. Roy,

My partner Sheila and I own the property located at 27-29 Germain Street. I am writing today in regards to the written notice that you recently issued concerning emergency vehicle access to Germain Street, etc. Ironically, I raised this exact concern with both Terry Francis and Fred Matthews many years ago with zero results. Please see the attached letters, hard copies of which were mailed at that time to both Mr. Francis and Mr. Matthews.

As far as we are concerned we would love it if one side of Germain Street was permanently closed to automobile parking. In fact, we'd go so far as to advocate for the return of the street to its original status as a pedestrian-only street (with exceptions made for delivery and service vehicles and moving trucks, etc.). But regarding one-side-only parking, Germain Street is not very long and there is plenty of overflow parking available around the corner on Pomeroy Street, a very quiet street (and relative boulevard!) which rarely sees any vehicle parking at all. Moreover, some owners and residents of properties on Germain Street don't even utilize their own driveways owing to the fact that its apparently the path of least resistance to just park on the street. Our feeling is that if you have a driveway then you should use it or park on a side street (like the supremely positioned Pomeroy Street). And what should be a simple matter of riding a bicycle safely down the street or crossing the street as a pedestrian are both severely impacted by the presence of cars parked on both sides of the very narrow street and moving vehicles which have only one lane available.

We have been concerned for a long time not only with the ability of emergency services vehicles to access the street (something that is seriously compromised during months with even modest snowfall owing to encroaching snow banks which not only prevent use of the sidewalks but also gradually and routinely narrow the entire street) but also for the abundance of cars which are ugly, polluting and which produce excessive wear on the street - the latter of which is unlikely to receive any additional attention for another fifty years (if the last fifty years is any indicator). And, other than supremely lazy convenience, there's no reason that everyone should be able to park directly in front of their house or even on the same side of the street as their house (or, for that matter, even on the same street as their house). Moreover, it's not a secret that at least one local ladder company uses Germain Street for driving practice – something that right off should raise major alarm bells.

So, yes, we are very much in favor of closing one side of the street to parking.

At the very least this would allow fire trucks and other emergency services vehicles to access the street year-round. Should a house fire ever occur (knock on wood) it would present a serious threat to neighboring buildings given the close proximity each has to one another. And I'd hate it for fire trucks to have to sit helplessly at either end of the street and be unable to assist due solely to their physically not being able to maneuver down the street, something that is a very real possibility under the current conditions.

I would be happy to discuss this matter in greater detail should you find that necessary.

Kai

Kai Mikkelførle

27 Germain Street
Burlington, Vermont 05401
802-318-4137 (voip)
646-643-9062 (cell)

Kai Mikkell Førlie

27 Germain Street
Burlington, Vermont 05401
E-mail: kforlie@bclt.net
Tele. (802) 859-9538 (h)
(802) 660-0636 (w)

3/19/01

Fred Matthews
Department of Public Works
645 Pine Street, Suite "A"
Burlington, Vermont 05401

Dear Fred,

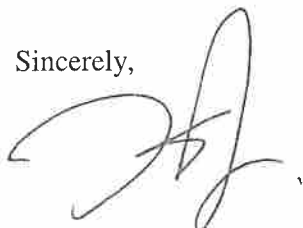
Thank you very much for your help on the phone the other day. To reiterate, I spoke with Terry Francis earlier in the month and he suggested I bring my concerns to the attention of your department. I have enclosed a drawing for your review.

I own a duplex on Germain Street (27-29) and am very uneasy with the current on-street parking situation.. As you are no doubt aware, Germain Street is very narrow, yet parking is permitted on both sides of the street. With cars on both sides of the street, Germain Street becomes so narrow that I question the ability of a fire truck or ambulance (or any larger vehicle for that matter) to navigate from one end to the other were a fire or other emergency to occur. Therefore, I would like to request that DPW mandate parking on only one side of the street – I have no preference which side is chosen.

I hope an appropriate solution is instituted immediately to correct this problem.

Thank you for your time and assistance.

Sincerely,



Kai Mikkell Førlie

cc: Terry Francis

Kai Mikkel Førlie

27 Germain Street
Burlington, Vermont 05401
E-mail: kforlie@bclt.net
Tele. (802) 859-9538 (h)
(802) 660-0636 (w)

6/19/01

Fred Matthews
Department of Public Works
645 Pine Street, Suite "A"
Burlington, Vermont 05401

Dear Fred,

In my letter to you dated exactly three months from the date of this letter I stated my concern over the narrowness of the street on which I live – Germain Street. On 4/23/01, I asked Steve Goodkind via email for an update on the progress of my request. To date I have received no reply to either correspondence with DPW over this matter. I would appreciate some sort of brief formal explanation of what has occurred since I raised this issue back in March. In the event my original letter was lost, the original text follows:

I own a duplex on Germain Street (27-29) and am very uneasy with the current on-street parking situation.. As you are no doubt aware, Germain Street is very narrow, yet parking is permitted on both sides of the street. With cars on both sides of the street, Germain Street becomes so narrow that I question the ability of a fire truck or ambulance (or any larger vehicle for that matter) to navigate from one end to the other were a fire or other emergency to occur. Therefore, I would like to request that DPW mandate parking on only one side of the street – I have no preference which side is chosen.

I hope an appropriate solution is instituted immediately to correct this problem.

Thank you.

Sincerely,



Kai Mikkel Førlie

cc: Terry Francis

Damian Roy

From: Amanda Bassett <amandarosebassett@gmail.com>
Sent: Wednesday, August 12, 2015 8:11 AM
To: Damian Roy
Subject: Germain St. Parking

Hi Damian,

My husband and I are Germain St. residents and agree with the option of eliminating parking on one side of the street. Almost every house on the street has a driveway so there should still be enough parking with only one side available. The current on street parking is difficult for pedestrians in the winter because the sidewalks are not plowed so we have to walk in the road. Parking on only one side would make this safer as well as allowing space for emergency vehicles.

Thank you,
Amanda Chojnowski
16 Germain St

Damian Roy

From: Bob Kiss <bobkiss@burlingtontelecom.net>
Sent: Friday, August 14, 2015 7:56 PM
To: Damian Roy
Subject: Germain Street

Hello Damian,

I'm away on vacation but I wanted to raise an objection to any plan eliminating parking on both sides of Germain Street.

The short story is that by eliminating the bump out that had been approved to protect Rebecca Heath's maple tree the street will be less crowded summer and winter. With no green belt DPW should plan to remove snow from the street if so much accumulates to cause access problems. Most often this just won't be the case. I've lived on Germain Street since 1977.

Single side parking means that someone loses and someone gains. I don't want the west side of the street to always be packed with cars from end to end (possibly not even including my own car) and the same would be true if I lived on the east side of the street.

For me, at most, with the elimination of the bump out you should take a wait and see position before considering anything more.

I'd be willing to talk about this more when I get back but I wanted to raise my objection before your August 15 deadline.

Best,

Bob Kiss

Sent from my iPhone

Damian Roy

From: Loreda Sola <loreda.sola@gmail.com>
Sent: Friday, September 04, 2015 5:19 PM
To: Damian Roy
Cc: Bob Kiss; Amanda Bassett; Kai Gmail; Patricia Boera; Joseph Menard; Tim; Susan Royce; Angela Smith; Andrea Oconnor; Bill O'Connor; Cathy Austrian; Norm Baldwin
Subject: Re: Germain Street Parking

If parking is restricted to one side of the street we will all suffer. If we have to park on Pomeroy it will be dangerous to walk in the street without a sidewalk especially in the winter. Please voice your opinion to the city lest they make a hasty decision that negatively impacts all of us.

Cell: 802-236-0735

Email: Loreda.Sola@gmail.com

On Sep 4, 2015, at 4:22 PM, Damian Roy <droy@burlingtonvt.gov> wrote:

Good afternoon Germain Street residents,

I wanted to write to you all with an update of the Germain Street Neighborhood meeting we had at the Senior Center on N Winooski Ave last night. The goal of the meeting was to create an open discussion between staff and residents to improve understanding between the different perspectives and priority of needs. The main points of debate were centered around safety concerns regarding emergency vehicle access versus parking availability and convenience. And while those present expressed their views and gained a greater understanding of each other's needs and perspectives, attendance was not what we had hoped for with only three residents present.

Currently, the majority of your feedback I have received is split between three main options:

- 6 residents in favor of MAINTAINING EXISTING PARKING CONDITIONS
- 5 residents in favor of RESTRICTING PARKING TO ONE SIDE OF THE STREET
- 4 residents in favor of FULL TIME RESIDENT ONLY PARKING

The rest of the feedback I have received is as follows:

- 3 residents in favor of ADDING LINE-STRIPPING
- 2 residents in favor of REMOVING THE SIDEWALK ON ONE SIDE TO INCREASE WIDTH
- 1 resident in favor of CONVERTING GERMAIN TO A PEDESTRIAN ONLY STREET
- 1 resident in favor of ADDING SPEEDBUMPS

DPW would like to see a clearer consensus amongst the residents. If that is not possible, we would like to ensure that each resident feels their voice has been heard and weighed into the discussion.

I would like to ask you all if there is any interest in scheduling another Neighborhood Meeting. If not, I will proceed with forming my presentation to the Commission based on what feedback I have gathered balanced with DPW's commitment to providing safe access for all needs within the city's Right Of Way.

Please respond via email or phone call by Friday September 11th if you are interested in another meeting.

Thank you all for your time and participation.

Best,
Damian

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Cell: 802.598.8356
Email: droy@burlingtonvt.gov
Web: www.burlingtonvt.gov/dpw

Damian Roy

From: Cathy Austrian <caustrian@gmail.com>
Sent: Sunday, September 06, 2015 8:07 AM
To: Norm Baldwin; Damian Roy
Subject: Germain St Parking

Hello Damian and Norman,

I wanted to thank you both for providing the Germain St Meeting on Thursday. I do agree I wish there had been more attendees, but I also know how challenging schedules can be. Although because this issue is extremely important to me, I made sure I could be there as a priority.

I do feel I understand the process better and the facts provided by your department are encouraging. I am so impressed that you have taken my concerns so seriously and have acted so promptly. It also made me feel so good to know that safety is as important to you as well.

I must admit I was rather suprised by intensity of the views expressed by my fellow neighbors. While I respect their input, as I hope they do of mine, their feedback seemed centered around more personal needs and wants rather than looking at the actual importance for the priority of safety for all our street's residents.

I will continue to provide your department with my best efforts as a concerned resident. I chose to live here and purchase my property on Germain St specifically because of it's unique nature and very desired setting. I feel very fortunate each day to provide my son with the quality of life that, as a parent I strived to provide for my child. As a single working mom I am grateful each day to be living here with him on Germain St.

My hope is that we, Germain St residents, all can feel confident in working together in a collaberative process to determine the best possible solution. I do believe that ultimately safety will continue to be the guiding factor that directs the process forward, and that your final recommendation will reflect that goal.

Respectfully yours,

Cathy

Cathy Austrian
16 Germain St
Burlington, VT 05401

caustrian@gmail.com
(802) 324-1270

Damian Roy

From: Kai Gmail <kaimikkelforlie@gmail.com>
Sent: Thursday, September 10, 2015 5:03 PM
To: Damian Roy
Subject: RE: Germain Street Parking

Damien,

How exactly did you notify folks about the meeting? I had no idea a meeting had even been scheduled. An email or telephone call (particularly since you have my contact info) would have been helpful.

Now, regarding the parking issue, I am writing to reiterate that I am in favor of one side of the street-only parking and, if deemed necessary in conjunction with that, resident-only parking. The only concern I have has to do with the administration of the latter. I've heard that this can be problematic, with some residents on other streets complaining about a process that is unclear and arbitrary.

As to the concerns I've heard from one neighbor regarding the possibility of perfectly able-bodied people having to walk to Pomeroy Street in the winter [oh, the horror!], let's not forget that we're talking about Vermont and the fact that it snows and gets icy. I hardly think these basic facts of life should factor into a decision about whether or not able-bodied people might be forced to park on a side street like Pomeroy. Again, the critical issue here is that with parking allowed on both sides of the street emergency services personnel (and anyone else driving an oversized vehicle) currently encounters great difficulty in navigating the street, especially in the winter when there are even modest snow banks. This will never change until parking is prohibited on one side of the street. The argument that more extensive snow removal would solve the problem is specious given that the narrow nature of the street is a determining factor in both winter *and* summer. And though improved snow removal would help during the winter months it simply cannot correct the underlying problem which is that the street is simply too narrow to begin with for both-sides-of-the-street parking. Removal of a sidewalk is an absurd suggestion and should be set aside as such. Removing pedestrian access in favor of automobiles does not pass the straight face test and the suggestion itself runs totally contrary to the city's express plan for the future, a future that will only see increasing reliance on human powered transport. As I see it the city has one option and that is to limit parking to one side of the street and to make whatever improvements are necessary to side streets to facilitate increased parking on those streets.

Good luck on the rest of the process and please consider providing email notice of future events.

Kai

*Kai Mikkell Førlie
27 Germain Street
Burlington, Vermont 05401
802-318-4137*

From: Damian Roy [<mailto:droy@burlingtonvt.gov>]
Sent: Friday, September 4, 2015 4:23 PM
To: Bob Kiss; Amanda Bassett; Kai Gmail; Patricia Boera; Joseph Menard; Tim; Susan Royce; Angela Smith; Andrea Oconnor; Bill O'Connor; Cathy Austrian; loredo.sola@gmail.com
Cc: Norm Baldwin
Subject: Germain Street Parking

Good afternoon Germain Street residents,

I wanted to write to you all with an update of the Germain Street Neighborhood meeting we had at the Senior Center on N Winooski Ave last night. The goal of the meeting was to create an open discussion between staff and residents to improve understanding between the different perspectives and priority of needs. The main points of debate were centered around safety concerns regarding emergency vehicle access versus parking availability and convenience. And while those present expressed their views and gained a greater understanding of each other's needs and perspectives, attendance was not what we had hoped for with only three residents present.

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DPW would like to see a clearer consensus amongst the residents. If that is not possible, we would like to ensure that each resident feels their voice has been heard and weighed into the discussion.

I would like to ask you all if there is any interest in scheduling another Neighborhood Meeting. If not, I will proceed with forming my presentation to the Commission based on what feedback I have gathered balanced with DPW's commitment to providing safe access for all needs within the city's Right Of Way.

Please respond via email or phone call by Friday September 11th if you are interested in another meeting.

Thank you all for your time and participation.

Best,
Damian

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Cell: 802.598.8356
Email: droy@burlingtonvt.gov
Web: www.burlingtonvt.gov/dpw

- Amanda Young (407-921-7841) of 14 Germain Street. Left a message stating her support for restricting parking on one side of the street, no further feedback was given regarding that. Ms. Young went on to state that her washer machine has been backing up when used and asked if there is some sewer issue in the area.
- Dawn Hein (dawnhein@gmail.com) of 25 Germain Street. Called (8/11/15) to say that she opposes any changes being made to the existing parking regulations for Germain. She admits that the street is very narrow but feels that it has worked out okay so far and fears the ramifications of losing that much parking if parking was restricted to one side.



MEMORANDUM

October 15, 2015

TO: Public Works Commission

FROM: Damian Roy, DPW Engineer Technician *DRR*

CC: Norman Baldwin, City Engineer *NB*

RE: 3-Way Stop Sign Request at Mansfield Avenue and Loomis Street

Background:

The Department of Public Works received a request from resident Jim Langan to install 3-way Stop Control at the intersection of Mansfield Ave and Loomis Street. Mansfield Avenue is a thirty-six (36) foot two-way collector roadway connecting North, Wilson, and Loomis Streets, along with McAuley Square, Saint Mary's Convent and Mater Christi School. It is a popular route for commuters in the New North End to access UVM, the UVM Medical Center, and Winooski. *See attached diagram of Mansfield Ave. showing crosswalk and sidewalk locations and traffic controls.*

Mr. Langan states that:

- Vehicles on Mansfield travel at high speeds causing unsafe conditions for pedestrians, bicyclists and vehicles at the Mansfield/Loomis intersection.
- Difficulty for vehicles turning onto Mansfield from Loomis due to poor sight lines causing vehicles on Loomis to inch forward for better views.
- Difficulty for pedestrians to cross Mansfield due to high speeds and poor sight lines.
- Vehicles traveling on Mansfield taking the turn onto Loomis at high speeds posing a danger to pedestrians crossing Loomis.

See the attached drawing and pictures showing vehicle sight lines at the intersection.

Mr. Langan feels strongly that installing 3-way stop control causing traffic on Mansfield to stop will solve these conditions.

NB 10/15/15

Observations:

In accordance with the MUTCD 2B.07 Multi-way Stop Application, staff visited the Mansfield/Loomis intersection during peak traffic times to observe the volume of vehicles using that intersection from each approach. The MUTCD states that Stop Control should be installed at intersections where traffic volumes are roughly equal representing a high level of conflict between the approaches with unclear right-of-way assignments between the vehicles. The MUTCD - along with many other Traffic Engineering publications - state that Stop Control should not be used to address a speed condition.

Staff contacted the Mater Christi School to identify the main pick-up/drop-off times for their students to help determine the peak traffic times. Staff observed traffic entering the intersection on September 2nd from 7:00am to 9:00am and again on September 3rd from 2:00pm to 4:00pm with the following results. Counts are differentiated by which direction the vehicle, pedestrian, or bicycle's approached the intersection.

- 7:09am through 9:09am
 - Mansfield Avenue: 737 Vehicles, 56 Pedestrians, 49 bicyclists
 - Loomis Street: 83 Vehicles, 34 Pedestrians, 40 bicyclists
- 2:05pm through 4:05pm
 - Mansfield Avenue: 673 Vehicles, 55 Pedestrians, 52 bicyclists
 - Loomis Street: 80 Vehicles, 8 Pedestrians, 9 bicyclists

The MUTCD Multi-way Stop Application states that vehicular volumes entering the intersection from the major street approaches (total of both approaches) must average at least 300 vehicles per hour for any 8 hours on an average day, for traffic approaching from the minor streets the average vehicles per hour must meet at least 200 vehicles.

- Traffic counts for vehicles approaching the intersection from Mansfield Avenue and from Loomis Street averages 353 vehicles per hour and 41 vehicles per hour during peak times respectively.

Staff contacted the Burlington Police Department to request all accident reports for the intersection within the previous twenty-four month period. BPD responded with a report indicating that no accidents have taken place at this location which falls below the minimum 5 or more reported crashes within a 12-month period required to warrant a stop sign as indicated by the MUTCD Multi-way Stop Application.

Staff contacted the Chittenden County Regional Planning Commission (CCRPC) to set up Automatic Traffic Recorders (ATRs) along two locations on Mansfield Avenue from October 2nd to October 9th to measure and record vehicle speeds. Results of these ATRs conclude:

- The 85th percentile of vehicles are not operating in excess of 31 MPH.
- The average speed for all motorists is 26 MPH in both directions.

See attached CCRPC speed count data sheets.

Mr. Langan cited sight lines to be another factor causing unsafe conditions at the intersection of Mansfield and Loomis. Staff measured these sight lines both at the stop bar on Loomis and where vehicles would likely inch forward past the stop bar before entering the intersection. These sight lines, when measured assuming on-street parking on Mansfield is at full capacity, fall short of AASHTO's "A Policy on Geometric Design of Highways and Streets, 6th Edition" indicating a minimum stopping sight distance of 155 feet for entering a roadway with a set speed limit of 25 MPH. Staff proposes that eliminating one parking space immediately north of Loomis on the west side of Mansfield Ave will increase sight lines in accordance with AASHTO's guidelines. *See attached drawings showing existing and proposed sight line conditions.*

Staff distributed flyers along the full length of Mansfield Avenue from North Street to Colchester Avenue and on Loomis Street from Mansfield Avenue to North Prospect Street to solicit residents support or opposition to Mr. Langan's request to install stop signs at the Mansfield/Loomis intersection. Twenty separate responses were received by staff with nearly all residents responding in support of installing the stop signs. All of these residents offering support state that they perceive an unsafe condition at the intersection due to vehicles speeding on Mansfield Avenue and feel that stop signs would lessen the speeding condition. *See the attached emails from residents.*

Conclusions:

Per the MUTCD guidelines, multi-way stop control is applied:

- In conditions where the entering traffic volumes for each approach are nearly balanced.
- When a balanced volume condition represents a high level of vehicular conflict and unclear right-of-way assignments within the intersection.

Staff has identified the following conditions with which they have based their recommendations:

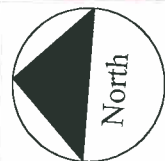
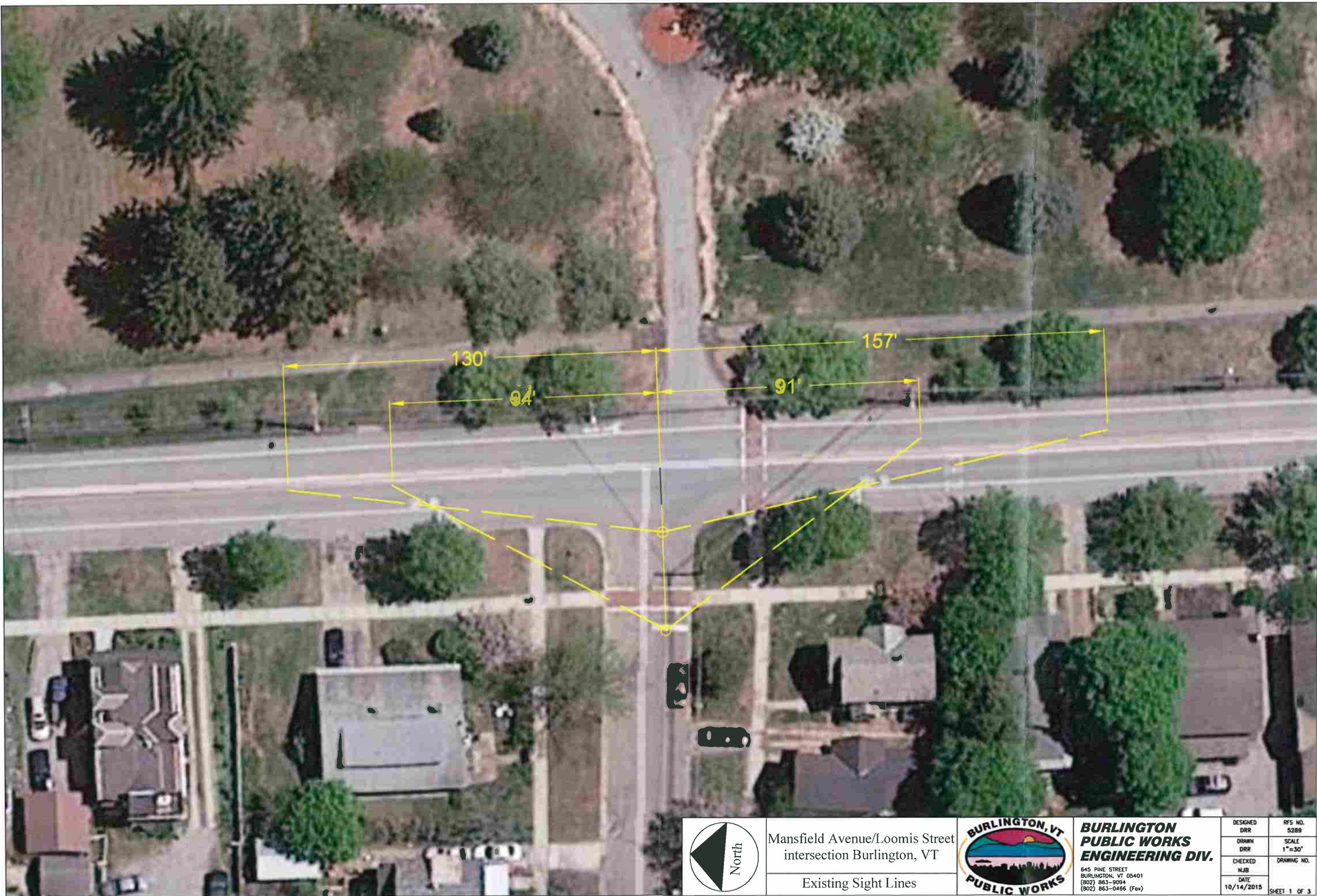
- Traffic counts during peak hours were well below the warrant thresholds for installing stop control.
- There is no accident history that would suggest the need for stop control.
- The CCRPC has determined that the speed condition on Mansfield Avenue is slightly elevated but within acceptable range.
- Sight lines for vehicles on Loomis Street entering Mansfield Avenue are inadequate per AASHTO guidelines when on-street parking on Mansfield is at full capacity.

Public outreach indicates that local residents heavily favor the installation of stop control at the Mansfield/Loomis intersection, however every resident who has responded state that this is due to a speeding condition. Speed data does not support resident's perception of this condition. Staff suggests that residents initiate DPW's Traffic Calming and Neighborhood Enhancements Program if they continue to feel that vehicle speeds are a problem in Mansfield Avenue and wish to seek installing traffic calming measures.

Recommendations:

Staff recommends that the Commission:

- Deny Mr. Langan's request to install 3-way Stop Control at the intersection of Mansfield Avenue and Loomis Street.
- Prohibit parking on the west side of Mansfield Avenue for a distance of one hundred eight feet north of Loomis Street.



Mansfield Avenue/Loomis Street
intersection Burlington, VT

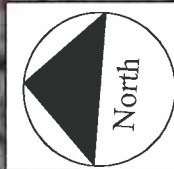
Existing Sight Lines



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

DESIGNED DRR	RFS NO. 5289
DRAWN DRR	SCALE 1"=30'
CHECKED HJB	DRAWING NO.
DATE 10/14/2015	SHEET 1 OF 3



Mansfield Avenue/Loomis Street
intersection Burlington, VT

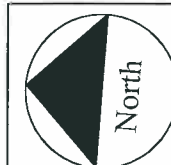
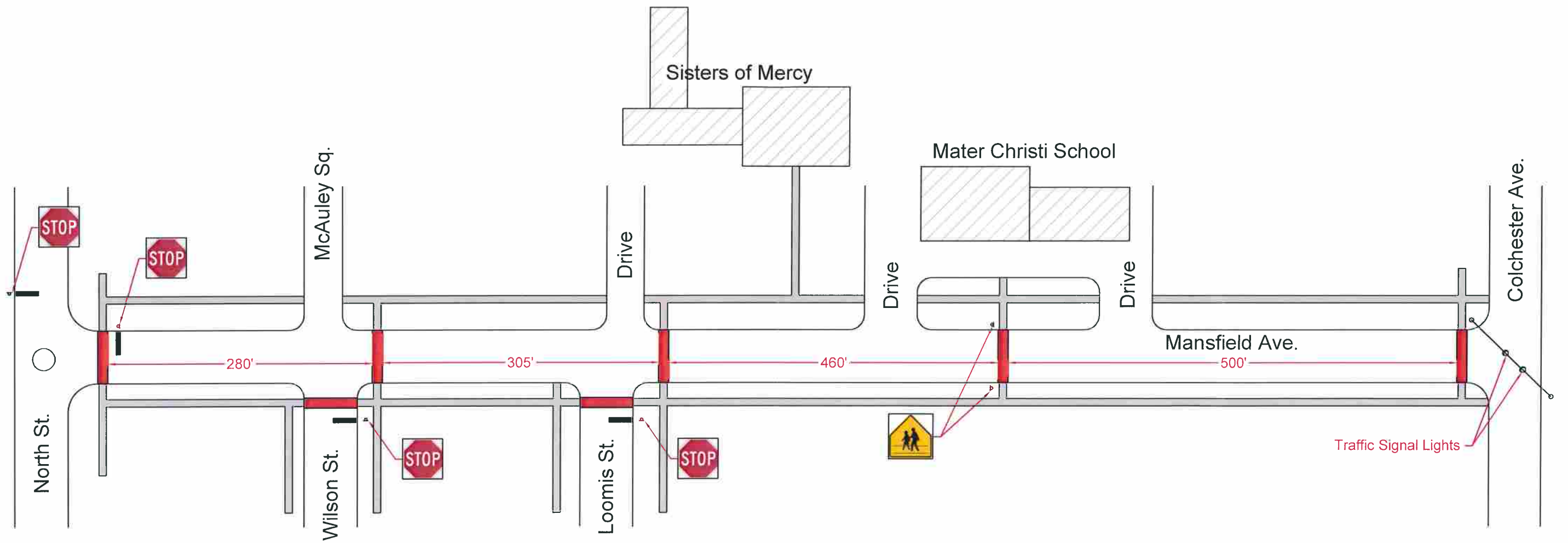
Proposed Sight Lines



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

DESIGNED DRR	R/S NO. 5289
DRAWN DRR	SCALE 1"=30'
CHECKED NJB	DRAWING NO.
DATE 10/15/2015	SHEET 2 OF 3



Mansfield Avenue
Sidewalks and Crosswalks
Burlington, VT

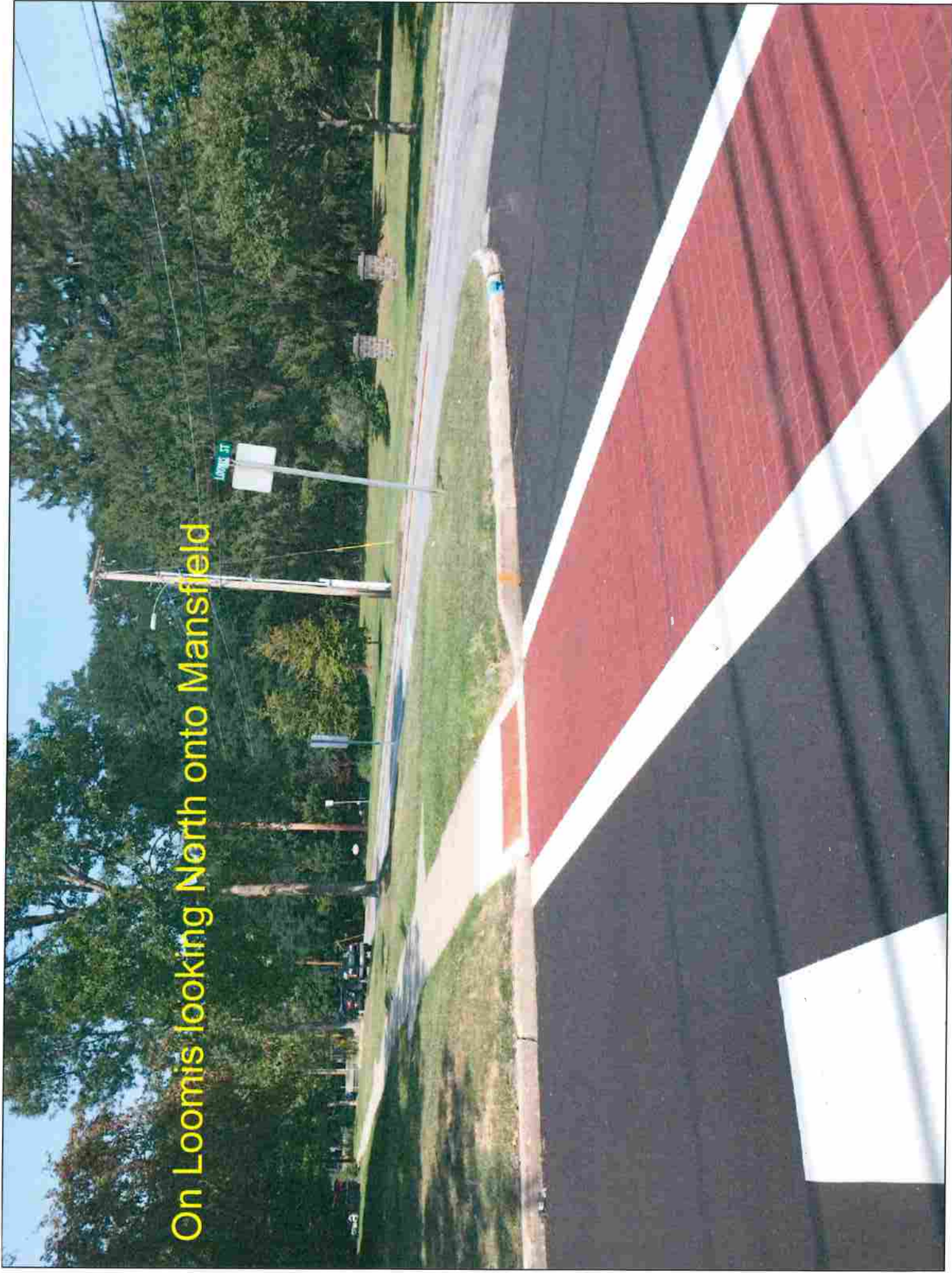


**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

DESIGNED DRR	RFS NO. 5289
DRAWN DRR	SCALE NTS
CHECKED NJB	DRAWING NO.
DATE 10/15/2015	SHEET 3 OF 3

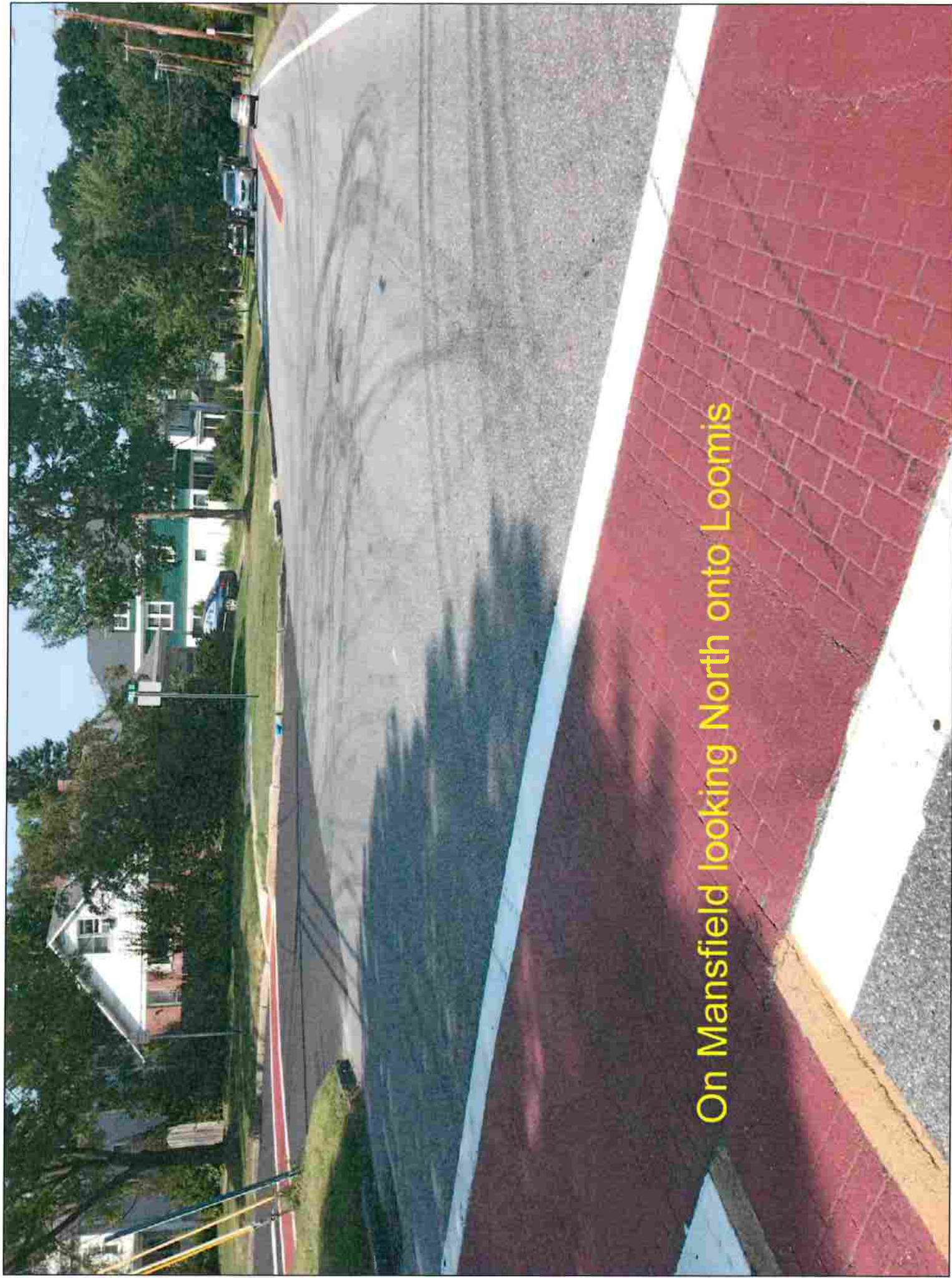
On Loomis looking North onto Mansfield



On Loomis looking south onto Mansfield



On Mansfield looking North onto Loomis





On Mansfield looking South onto Loomis

STOP SIGN WARRANT

MUTCD 2B.07 Multi-way Stop Application

01. Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02. The restrictions on the use of STOP signs described in Section 2B.04 also apply to Multi-way stop applications.

03. The decision to install multi-way stop control should be based on an engineering study.

04. The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

A. Where the traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

N/A

B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

N/A

C. Minimum Volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages 300 vehicles per hour for any 8 hours of an average day; and

353 vehicles/hour (peak times)

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

41 units/hour (peak times)

3. If the 85th percentile approach speed of the major street exceeds 40 MPH, the minimum vehicular volume warrants are 70 percent of the volumes provided and Items 1 and 2.

D. Where no single criterion is satisfied, but criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this criterion.

N/A

Option:

Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and

D. In intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve operational characteristics of the intersection.

110 West Canal Street, Suite 202

Winooski, VT 05404

www.ccrpcvt.org

Site Code: BURL116
 Station ID: BURL116
 MANSFIELD AVE BETWEEN LOOMIS/COLCHESTER
 SPEED LIMIT: 25MPH
 Latitude: 0' 0.0000 Undefined

SB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85			
10/09/15	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6	21-30	6
01:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	21-30	4
02:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	19-28	2
03:00	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	7	26-35	5
04:00	0	0	6	12	5	2	0	0	0	1	0	0	0	0	0	26	21-30	18
05:00	9	1	21	51	16	6	0	0	0	0	0	0	0	0	0	104	21-30	72
06:00	8	3	45	57	19	0	1	0	0	0	0	0	0	0	0	133	21-30	102
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	17	4	79	130	42	8	1	0	1	0	0	0	0	0	0	282		
Percent	6.0%	1.4%	28.0%	46.1%	14.9%	2.8%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	05:00	06:00	06:00	06:00	06:00	05:00	06:00	06:00	04:00							06:00		
Vol.	9	3	45	57	19	6	1		1							133		
PM Peak																		
Vol.																		
Total	1416	511	3543	6509	2727	422	54	7	4	0	0	0	1	0	0	15194		
Percent	9.3%	3.4%	23.3%	42.8%	17.9%	2.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Stats

10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 10052
 Percent in Pace : 66.2%
 Number of Vehicles > 55 MPH : 1
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 26 MPH

Site Code: BURL116
 Station ID: BURL116
 MANSFIELD AVE BETWEEN LOOMIS/COLCHESTER
 SPEED LIMIT: 25MPH
 Latitude: 0' 0.0000 Undefined

Latitude: 0° 0.0000 Undefined

NB	Start Time	1		16		21		26		31		36		41		46		51		56		61		66		71		76		Pace Speed	Number in Pace
		15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total															
	10/09/15	0	0	2	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	21-30	7		
	01:00	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	34-43	2		
	02:00	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	26-35	3			
	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19-28	1			
	04:00	1	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	21-30	6			
	05:00	4	0	8	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	21-30	23			
	06:00	144	5	7	31	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	202	6-15	96			
	07:00	323	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	323	6-15	215			
	08:00	258	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	258	6-15	172			
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
Total	730	8	22	57	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	845					
Percent	86.4%	0.9%	2.6%	6.7%	2.4%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	07:00	06:00	05:00	06:00	06:00	06:00	01:00																				07:00				
Vol.	323	5	8	31	12	3	1																				323				
PM Peak																															
Vol																															

Total	1895	829	3444	7719	3447	504	59	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17909
Percent	10.6%	4.6%	19.2%	43.1%	19.2%	2.8%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Stats	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	11166
	Percent in Pace :	62.3%
	Number of Vehicles > 55 MPH :	0
	Percent of Vehicles > 55 MPH :	0.0%
	Mean Speed(Average) :	26 MPH

Damian Roy

From: Hackley, Jane R. <jhackley@bpdvt.org>
Sent: Monday, September 21, 2015 11:25 AM
To: Damian Roy
Subject: RE: Accident Reports

Good Morning,

Did a search from 9/1/2013 thru 09/21/2015 no accidents for that intersection for the past two years.

Jane Hackley
Burlington Police Dept.
Records Division
Phone #802-540-2372

From: Damian Roy [<mailto:droy@burlingtonvt.gov>]
Sent: Monday, September 14, 2015 9:44 AM
To: Hackley, Jane R.
Subject: Accident Reports

Good morning Jane,

I'd like to request full accident reports for Mansfield Ave at the Loomis St intersection for the last two years.

Thank you!
Damian

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Cell: 802.598.8356
Email: droy@burlingtonvt.gov
Web: www.burlingtonvt.gov/dpw



CITY OF BURLINGTON

SERVICE REQUEST

Name and Address

Name: Jim Langan

Request Date: 09/24/2014 2:55

PM

Due Date: 10/24/2014

Address:

Phone Number:

Email Address: jimlangan1@yahoo.com

Request

Location: Loomis St & Mansfield Ave

Request Description: See attached e-mail (2 parts) from 9/24 requesting evaluation of the intersection for the addition of STOP signs on Mansfield Avenue.

Assign History

Date	Assigned To	Description
9/24/2014 2:55:41 PM	Damian Roy	Request Assigned

Work History

Date	Staff Person	Description
09/01/2015	Damian Roy	Staff contacted Mr. Langan and Mater Christi for heaviest ped times. Staff will be recording vehicle and ped counts in the next coming days. (Entered on 9/1/2015 8:55:00 AM by Damian Roy)
09/01/2015	Chapin Spencer	Received inquiry from City Councilor Coburn on status of this request. I requested Damian provide update. (Entered on 9/1/2015 7:16:12 AM by Chapin Spencer)

Customer Service

Status: New

Request created by: Helen Plumley

Print Date: 10/9/2015 11:46:55 AM

Helen Plumley

From: City of Burlington
Sent: Wednesday, September 24, 2014 10:47 AM
To: Valerie Ducharme; Holly Lane; Helen Plumley
Subject: [Public Works Department] Stop Sign Request - Intersection of Mansfield Ave. and Loomis St.

This message was sent to you because you are a designated recipient for: Public Works Department
Message ID: 8532
IP Address from: 64.25.209.105

Message from: Jim Langan
Reply to address: jimlangan1@yahoo.com
Message:

As a Ward 1 NPA Steering Committee member I have heard concerns regarding the intersection of Loomis Street and Mansfield Avenue and request that DPW evaluate this intersection for the addition of stop signs on Mansfield Avenue. The chief concerns revolve around vehicle-pedestrian conflicts especially for residents walking to school during the year when Mater Christi School and UVM are both in session. This is an area of high pedestrian use within a quarter mile of Mater Christi School (and preschool), UVM, and senior housing facilities. Ward 1 children frequently walk to Mater Christi's playground since it is the closest in the area. Mansfield and Loomis are residential streets consisting of a mix of residents including children, seniors, and students. The specific issues include the following: " Because there is no stop sign on Mansfield, cars travelling north on Mansfield frequently turn west onto Loomis at a high rate of speed through the crosswalks, often cutting their turn short. " It can be difficult for cars travelling east on Loomis to see cars travelling south on Mansfield. Because there is no stop sign on Mansfield, cars travelling east on Loomis drive through the crosswalk at the top of Loomis, without stopping, to be able to view oncoming traffic (due to the slope on Mansfield north of Loomis and the vehicles parked on Mansfield). " Cars travel at a high rate of speed on Mansfield Avenue. BPD officers frequently park at Mater Christi School to catch speeders. The high rate of speed makes the visibility issues more dangerous. " There is poor visibility for pedestrians attempting to cross Mansfield to/from Loomis. Pedestrians crossing from the east side of Mansfield are almost invisible to northbound Mansfield drivers because of trees. Pedestrians crossing from the west side of Mansfield can be difficult to see because of the slope of Mansfield Avenue north of Loomis as well as cars parked on Mansfield.

CONTINUED ON NEXT REQUEST

Helen Plumley

From: City of Burlington
Sent: Wednesday, September 24, 2014 10:49 AM
To: Valerie Ducharme; Holly Lane; Helen Plumley
Subject: [Public Works Department] Stop Sign Request - Intersection of Mansfield Ave. and Loomis St. (Part 2)

This message was sent to you because you are a designated recipient for: Public Works Department
Message ID: 8534
IP Address from: 64.25.209.105

Message from: Jim Langan
Reply to address: jimlangan1@yahoo.com
Message:

CONTINUED FROM PREVIOUS REQUEST: â€¢ This poor visibility also impacts cyclists on this designated bike route (Mansfield Ave). Cyclists travelling south on Mansfield are especially difficult for drivers to see if they are turning from Loomis to Mansfield (or vice versa). â€¢ It can be very difficult to exit Mater Christi School in the AM/PM drop-off/pick-up times. At peak hours, Mater Christi instructs drivers to exit the school by driving north on Mansfield toward the Loomis intersection. â€¢ There is a perceived increase in traffic on Loomis Street as some drivers are using this route to avoid the peak hour congestion on Colchester Avenue (since the Pearl/Prospect/Colchester intersection redesign) or speed humps on North Street. This has exacerbated the vehicle-pedestrian conflicts. â€¢ The Mansfield/Loomis intersection is the only intersection of Loomis with 2-way traffic and no 3 or 4 way stop sign. Cars driving east for the length of Loomis would expect Mansfield to have stop signs as are in place at the Willard and Prospect intersections. Thank you for considering this request.

Damian Roy

From: James Langan <jimlangan1@yahoo.com>
Sent: Monday, August 24, 2015 9:36 PM
To: Damian Roy; Helen Plumley
Subject: Fw: [Public Works Department] Stop Sign Request - Intersection of Mansfield Ave. and Loomis St. (Part 2)

Hello Damian,

I am following up on my request from September 2014 regarding the addition of a stop sign at the intersection of Mansfield Avenue and Loomis Street. This continues to be a safety hazard for pedestrians and drivers. I am no longer on the steering committee of the Ward 1 NPA, but the residents in the area have come to me again with concerns.

Please contact me as soon as you can to discuss this 11 month old request. With UVM and Mater Christi School about to start up for the year, the pedestrian and vehicle conflicts are about to increase.

Thank you,

Jim Langan
859-7022

----- Forwarded Message -----

From: Helen Plumley <hplumley@burlingtonvt.gov>
To: 'Jim Langan' <jimlangan1@yahoo.com>
Sent: Wednesday, October 8, 2014 7:53 AM
Subject: RE: [Public Works Department] Stop Sign Request - Intersection of Mansfield Ave. and Loomis St. (Part 2)

Good morning.

If the engineer to whom this issue was assigned (Damian Roy) feels this should be brought before the Commission, you will certainly be notified prior to the meeting. You may contact Damian at 865-5832 or droy@burlingtonvt.gov.

Helen
Customer Service Associate
Department of Public Works

From: Jim Langan [<mailto:jimlangan1@yahoo.com>]
Sent: Tuesday, October 07, 2014 9:59 PM
To: Helen Plumley
Subject: Re: [Public Works Department] Stop Sign Request - Intersection of Mansfield Ave. and Loomis St. (Part 2)

Thank you Helen.
Do you know if I will be notified if or when the DPW Commission will consider this request?

Thank you,
Jim

Sent from my iPad

On Sep 24, 2014, at 2:53 PM, Helen Plumley <hplumley@burlingtonvt.gov> wrote:

Good afternoon.

Both e-mails have been received and a service request created for our staff to investigate your request.

Thank you,
Helen
Customer Service Associate
Department of Public Works

From: City of Burlington
Sent: Wednesday, September 24, 2014 10:49 AM
To: Valerie Ducharme; Holly Lane; Helen Plumley
Subject: [Public Works Department] Stop Sign Request - Intersection of Mansfield Ave. and Loomis St. (Part 2)

This message was sent to you because you are a designated recipient for: Public Works
Department
Message ID: 8534
IP Address from: 64.25.209.105

Message from: Jim Langan
Reply to address: jimlangan1@yahoo.com
Message:

CONTINUED FROM PREVIOUS REQUEST:  This poor visibility also impacts cyclists on this designated bike route (Mansfield Ave). Cyclists travelling south on Mansfield are especially difficult for drivers to see if they are turning from Loomis to Mansfield (or vice versa).  It can be very difficult to exit Mater Christi School in the AM/PM drop-off/pick-up times. At peak hours, Mater Christi instructs drivers to exit the school by driving north on Mansfield toward the Loomis intersection.  There is a perceived increase in traffic on Loomis Street as some drivers are using this route to avoid the peak hour congestion on Colchester Avenue (since the Pearl/Prospect/Colchester intersection redesign) or speed humps on North Street. This has exacerbated the vehicle-pedestrian conflicts.  The Mansfield/Loomis intersection is the only intersection of Loomis with 2-way traffic and no 3 or 4 way stop sign. Cars driving east for the length of Loomis would expect Mansfield to have stop signs as are in place at the Willard and Prospect intersections. Thank you for considering this request.

Damian Roy

From: Norm Baldwin
Sent: Monday, August 31, 2015 9:54 AM
To: Bushor, Sharon F.; Jim Barr
Cc: Selene Colburn; James Langan; Shaner-McRae, Hollie G.; Damian Roy
Subject: RE: [Public Works Department] Stop Sign Request - Intersection of Mansfield Ave. and Loomis St. (Part 2)

Will do.

From: Bushor, Sharon F. [mailto:Sharon.Bushor@uvmhealth.org]
Sent: Monday, August 31, 2015 9:33 AM
To: Norm Baldwin; Jim Barr
Cc: Selene Colburn; James Langan; Shaner-McRae, Hollie G.
Subject: RE: [Public Works Department] Stop Sign Request - Intersection of Mansfield Ave. and Loomis St. (Part 2)

Thank you Norm. Please keep this e-mail group informed of when it will appear at the DPW Commission so residents can attend. Sharon

From: Norm Baldwin [mailto:nbaldwin@burlingtonvt.gov]
Sent: Monday, August 31, 2015 9:00 AM
To: Jim Barr
Cc: Selene Colburn; Bushor, Sharon F.; James Langan
Subject: Re: [Public Works Department] Stop Sign Request - Intersection of Mansfield Ave. and Loomis St. (Part 2)

Jim,

I don't recall this request being presented to the commission it may still be in queue.

I am including our Engineering Tech Damian Roy in this email given he is the staff person assigned to review traffic requests.

Sent from my iPhone

On Aug 31, 2015, at 8:49 AM, Jim Barr <jim.barr@uvm.edu> wrote:

Norm,

Can't recall if we had a discussion on this at a commission meeting. Could you route this appropriately for me and get an answer back to Mr Langan?

I am in Miami at a conference and don't have Internet available to jump on my computer.

Thanks,
Jim

Sent from my iPhone so please excuse errors in grammar, punctuation and misspelled words...

Begin forwarded message:

From: James Langan <jimlangan1@yahoo.com>

Date: August 30, 2015 at 21:09:33 EDT

To: Sharon Bushor <sharon.bushor@uvmhealth.org>, Selene Colburn <selene.colburn@gmail.com>, Jim Barr <jim.barr@uvm.edu>

Subject: Fw: [Public Works Department] Stop Sign Request - Intersection of Mansfield Ave. and Loomis St. (Part 2)

Reply-To: James Langan <jimlangan1@yahoo.com>

Hello Sharon, Selene, and Jim,

I hope that you have all had great summers.

I'm hoping that you can help me get a response from DPW about a stop sign request for Mansfield Avenue at its intersection with Loomis Street that I submitted 11 months ago based on concerns from our neighborhood.

Neighbors followed up with me about this last week and I haven't been able to receive a response from DPW as to whether the request has been evaluated.

Now that UVM and the elementary schools are back in session, the safety concerns are once again heightened. Upwards of 5000 cars pass through this intersection every day and this intersection sits about 2 car lengths from a school zone for Mater Christi and is the walking route for students attending MCS as well as Edmunds and UVM. It is also very close to senior housing and is the main intersection used for neighborhood children to access the playground at MCS. I detailed the issues in my submission to DPW in September of 2014, but below is a summary.

1. Pedestrians attempting to cross from the east to west side of Mansfield are almost invisible to drivers on Mansfield.
2. Drivers travelling north on Mansfield turn onto Loomis at high speeds making crossing Loomis street dangerous.
3. Drivers travelling east on Loomis mostly stop after driving through the crosswalk on Loomis because the visibility is poor when stopped at the top of Loomis Street for drivers to see if there is any traffic coming on Mansfield Avenue.

I'd be happy to discuss this issue with any of you and welcome your questions or suggestions.

Thank you,

Jim Langan
859-7022

----- Forwarded Message -----

From: Helen Plumley <hplumley@burlingtonvt.gov>

To: 'Jim Langan' <jimlangan1@yahoo.com>

Sent: Wednesday, October 8, 2014 7:53 AM

Subject: RE: [Public Works Department] Stop Sign Request - Intersection of Mansfield Ave. and Loomis St. (Part 2)

Good morning.

If the engineer to whom this issue was assigned (Damian Roy) feels this should be brought before the Commission, you will certainly be notified prior to the meeting. You may contact Damian at 865-5832 or droy@burlingtonvt.gov.

Helen
Customer Service Associate
Department of Public Works

From: Jim Langan [mailto:jimlangan1@yahoo.com]
Sent: Tuesday, October 07, 2014 9:59 PM
To: Helen Plumley
Subject: Re: [Public Works Department] Stop Sign Request - Intersection of Mansfield Ave. and Loomis St. (Part 2)

Thank you Helen.

Do you know if I will be notified if or when the DPW Commission will consider this request?

Thank you,
Jim

Sent from my iPad

On Sep 24, 2014, at 2:53 PM, Helen Plumley
<hplumley@burlingtonvt.gov> wrote:

Good afternoon.

Both e-mails have been received and a service request created for our staff to investigate your request.

Thank you,
Helen
Customer Service Associate
Department of Public Works

From: City of Burlington
Sent: Wednesday, September 24, 2014 10:49 AM
To: Valerie Ducharme; Holly Lane; Helen Plumley
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Message ID: 8534
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Message from: Jim Langan
Reply to address: jimlangan1@yahoo.com
Message:

CONTINUED FROM PREVIOUS REQUEST: â€¢ This poor visibility also impacts cyclists on this designated bike route (Mansfield Ave). Cyclists travelling south on Mansfield are especially difficult for drivers to see if they are turning from Loomis to Mansfield (or vice versa). â€¢ It can be very difficult to exit Mater Christi School in the AM/PM drop-off/pick-up times. At peak hours, Mater Christi instructs drivers to exit the school by driving north on Mansfield toward the Loomis intersection. â€¢ There is a perceived increase in traffic on Loomis Street as some drivers are

using this route to avoid the peak hour congestion on Colchester Avenue (since the Pearl/Prospect/Colchester intersection redesign) or speed humps on North Street. This has exacerbated the vehicle-pedestrian conflicts.  The Mansfield/Loomis intersection is the only intersection of Loomis with 2-way traffic and no 3 or 4 way stop sign. Cars driving east for the length of Loomis would expect Mansfield to have stop signs as are in place at the Willard and Prospect intersections. Thank you for considering this request.

This message and any attachments may contain information that is confidential, privileged and/or protected from disclosure under state and federal laws. If you received this message in error or through inappropriate means, please reply to this message to notify the Sender that the message was received by you in error, and then permanently delete this message from all storage media, without forwarding or retaining a copy.



Dear Loomis St & Mansfield Ave Residents,

The Department of Public Works has received a request to install three Stop Signs at the intersection of Loomis St and Mansfield Ave causing all traffic to come to a complete stop at this intersection. This request was made in regards to pedestrian safety. The Department of Public Works would like to ask you for your opinion and feedback regarding this request. It is our goal to gather all public response to help form a recommendation to be presented at the Public Works Commission Meeting on October 21st 2015. This meeting will be held at 645 Pine Street in the front conference room at 6:30pm. Please contact me with any feedback by September 16th.

Thank you!

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Email: droy@burlingtonvt.gov
Web: www.burlingtonvt.gov/dpw

Damian Roy

From: Rob Chandler <rhc8@hotmail.com>
Sent: Tuesday, September 01, 2015 11:02 AM
To: Damian Roy
Subject: Proposed Stop Signs at Loomis/Mansfield Intersection

Dear Mr. Roy:

My family and I live at 87 Mansfield Avenue, and we are strongly in favor of the proposal to place three stop signs at the Loomis/Mansfield intersection. As the father of three young children, I am very much concerned with pedestrian safety, and I believe that installing the proposed stop signs would significantly improve the safety of our neighborhood. We regularly witness vehicles speeding down Mansfield Avenue well in excess of the speed limit. The proposed stop signs would help greatly in combating this issue and make the Loomis/Mansfield intersection far safer for the entire community.

Please let me know if you have any questions or need any additional information. Thanks very much for your time and consideration.

Rob Chandler

Damian Roy

From: Fisher, Patricia <Patricia.Fisher@uvmhealth.org>
Sent: Thursday, September 03, 2015 8:21 AM
To: Damian Roy
Subject: proposed stop sign at Loomis and Mansfield ave

Hi Damien—I live on Mansfield ave and received a notice that I can comment on the proposed stop sign. I think it's a great idea. Some folks in cars fly down Mansfield ave making it unsafe for pedestrians, cyclists and kids at Mater Christie. It's a very busy road. The stop sign would break up the free-way effect there and slow traffic down. It can be hard to back out of my driveway there is sometimes so many cars, bikes and people.

Thanks for the opportunity to comment.

Patti Fisher MD

Medical Director for Case Management and Medical Staff Affairs
Department of Family Medicine
(802)847-2163; Assistant Tammy (802) 847-1096
Patricia.Fisher@UVMHealth.org

The University of Vermont Medical Center

111 Colchester Ave. Mod B 216

UVMHealth.org/MedCenter

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Damian Roy

From: Gregory Chioffi <verdvt@msn.com>
Sent: Thursday, September 03, 2015 9:36 AM
To: Damian Roy
Subject: Stops ins at Loomis and Mansfield

I am in favor of the stopsigns. I believe it will help pedestrian safety.

Thank you.

Gregory Chioffi
241 Loomis St.

Sent from my Verizon Wireless 4G LTE smartphone

Damian Roy

From: Scott Tobias <satobias@hotmail.com>
Sent: Thursday, September 03, 2015 10:25 AM
To: Damian Roy
Subject: 3-way stop at Loomis and Mansfield
Attachments: Loomis Stop sign 9.2.15-signed.pdf

Dear Damian,

Please find attached inputs for your consideration in the question of making the intersection of Loomis Street and Mansfield Ave. a 3-way stop.

Sincerely,

Scott Tobias

73 Mansfield Ave, Burlington, VT

2 September, 2015

To: **Damian Roy**, Engineering Technician; Burlington Public Works
From: Scott Tobias, Homeowner; 73 Mansfield Ave. Burlington VT
Subject: Location of 3-way stop at intersection of Loomis St. and Mansfield Ave.

Greetings Damian,

Thank you very much for soliciting input on this question of locating a three-way stop at the intersection of Loomis St. and Mansfield Ave. I have a few comments to send your way concerning this action.

A few Questions:

I would be interested in seeing your monitoring numbers for the numbers of pedestrians who are daily using the crosswalk to cross Mansfield Ave. with a break out of those who had to wait for traffic to stop before being able to cross Mansfield Ave.

Working at home, and with a fair idea of what is happening out on Mansfield Ave., I have to question that the crossing at Mansfield Ave. is problematic. On the occasion there are cars coming down Mansfield Ave., cars stop for me, my dog, my kids, the moment we show an interest in crossing Mansfield. I am surprised that other people are having problems.

Assuming that many of those who are using crosswalks on Mansfield Ave. are from McAuley Square Senior Housing, and that Loomis Street is a problem, one might ask why not use the North Street crosswalk to go to the Old North End or the crosswalk on Colchester Ave. to get into town.

Similarly one might ask why not Wilson Street for a 3-way stop? It is a better location for McAuley Square folks to get quickly across Mansfield Ave. and give options to go north or south.

Positives of a three-way Stop Mansfield -from my point of view

If dozens of people a day are put at risk by an unavoidable crossing of Mansfield Ave. at Loomis, a three way stop would improve their security.

Kids who are playing in the street on Loomis near the corner with Mansfield Ave. may have more time to get out of the street when cars come onto Loomis from Mansfield.

It is possible that less North-bound commuter traffic on Mansfield Ave. will turn left onto Loomis since the time saved by rolling through the left turn there rather than turning left on North Street will no longer be there.

There may be an overall reduction of the maximum speeds that cars reach on Mansfield Ave.

73 Mansfield Ave, Burlington, VT

2 September, 2015

Negatives of a three-way Stop Mansfield -from my point of view

Residents on the corner will, as opposed to hearing cars drive by all day and night will instead listen to cars downshift, brake, stop and then accelerate... motorcycles and manual cars running through their gears. The increase in noise for those folks caused by vehicles stopping and accelerating will be significant.

South-bound commuters will be accelerating between North Street and Loomis and again between Loomis and Colchester. In my experience this is the moment (especially after being annoyed at "another stop sign") that the driver is least able to respond to hazards like a pet or a child in the street.

The fire station on Mansfield Ave. sends emergency vehicles south on Mansfield Ave. several times a week - sometimes several times a day or night. Typically these vehicles sound their sirens at a low level as the rumble south on Mansfield. With an all-way stop at Loomis, it is likely that these vehicles will have to raise the volumes of their sirens or sound their horns on approach to the intersection to let traffic know that they will be rolling through the stop sign - a significant increase in noise.

It is my experience that a stop-sign can create a false sense of security for pedestrians at cross-walks. The Pedestrian assumes that the car stops and sees them, while the car driver is paying attention to only other vehicles. In my 16 years here in Burlington I have been hit twice as a pedestrian at cross walks at stop signs and almost hit pedestrians twice as a driver. My sense is that the cross walk without the stop sign can be safer since all involved are clear on why a car is stopped - to let the pedestrian cross.

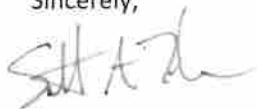
My Recommendation

Put up signs at crosswalks that tell drivers to respect pedestrians in the cross walk.

Focus on an intersection that is really risky - Install a real cross-walk at the intersection of College and South Willard.

Thanks again for your interest and best of luck in making this decision...

Sincerely,

A handwritten signature in dark ink, appearing to read "Scott Tobias", written in a cursive style.

Scott Tobias

Damian Roy

From: Glen Cousins <glencousins@me.com>
Sent: Thursday, September 03, 2015 12:12 PM
To: Damian Roy
Subject: Mansfield Ave & Loomis St stop signs

Barbara and Glen Cousins are 100% in favor of installing the 3 stop signs at the intersection of Loomis Street and Mansfield Avenue.

We have lived at 61 Mansfield Avenue since 1983. Prior to that the house was owned by Barbara's grandparents Leo and Mary Cain since 1931. Barbara spent her life visiting the house. So we are the most familiar residents on Mansfield Avenue with the history of the traffic on the street and surrounding area.

Our son Nathaniel Cousins was struck by a speeding car in front of our house in 1994 and suffered 4 broken bones and now lives with a permanent disability with his right foot. We petitioned for these very same stop signs in the 1990's.

We do not like the volume of traffic on Mansfield Avenue and the number of cars that driver over the speed limit.

It is a fact that Mansfield Avenue is the most direct route through Burlington if you want to get from the areas of western Colchester/Malletts Bay, all of northern Burlington and the old north end to Williston Rd and Interstate 89 because you have the least amount of traffic lights and stop signs. The traffic flow is just faster. In July we had a painting crew at our house. They all said they couldn't believe the amount of traffic on Mansfield Avenue and the high speed that many drive.

We recognize that the city has to plan how to balance the flow of traffic with safety. We know that the intersection of Pearl Street and Prospect Streets is an integral part of this planning nearby. We favor the stop signs to slow drivers down on our street and more importantly it will detour them off of Mansfield and over to the more direct main routes of Pearl Street and Prospect.

We will be out of the country on September 16th when the meeting is held. Otherwise we would be glad to attend. Perhaps our son will be able to attend.

Glen & Barbara Cousins
61 Mansfield Avenue
Burlington, VT 05401
802-355-8838

Damian Roy

From: Andrea <aecho@comcast.net>
Sent: Friday, September 04, 2015 8:38 AM
To: Damian Roy
Subject: Stop signs proposal

Damian, both myself and my husband Craig, would agree with the proposed 3 way stop sign installation at Loomis and Mansfield Ave. We have been residents on Mansfield Ave since 1979, and have seen a steady increase in speeding. As you know it's a main thoroughfare, and needs some traffic control. We would much prefer stop signs to speed bumps. There was discussion on this matter several years back, and most residents agreed that speed bumps would increase "noise pollution", with a lot of braking and clanking.

Thanks for the heads up about the meeting, but we may be out of town during that time.

Andrea Echo

Damian Roy

From: Jeff Munger <jeffmunger@burlingtontelecom.net>
Sent: Monday, September 07, 2015 3:54 PM
To: Damian Roy
Subject: Stop sign

My name is Jeff Munger and my wife Mary live at 523 North Street and fully support stop signs at Mansfield Ave and the intersection with Loomis Street. Thank you for your consideration

Sent from my iPhone

Damian Roy

From: Annika Hawkins-Hilke <annika.hawkins@gmail.com>
Sent: Monday, September 07, 2015 9:58 PM
To: Damian Roy
Subject: support for stop sign on Mansfield Ave

Hi Damian,

I am contacting you in support of the stop sign being considered on Mansfield Avenue.

I live on North and N. Prospect with my family including my a toddler and a preschooler. We walk up Mansfield Avenue twice every day with our boys, and find ourselves constantly nervous about the speed of traffic. We often cross the street to use the Mater Cristi playground with our boys and everyday note cars driving to quickly by us and failing to yield to us a the cross walk.

We would be very supportive of a stop sign at Loomis and Mansfield to add to the safety of our neighborhood.

Thanks,

Annika Hawkins

Damian Roy

From: Michael Abler <imissmaudie@icloud.com>
Sent: Tuesday, September 08, 2015 10:17 AM
To: Damian Roy
Subject: Stop sign at Loomis and Mansfield

Mr. Roy,
My wife and I both support the placement of a stop sign at Mansfield and Loomis. It would definitely help make pedestrians safer. Traffic needs to be slowed at this place. I think it would also remind drivers that there is a FULL stop at Mansfield and North which now is very often ignored.

Mike and Bridget Abler
530 North Street

Sent from my iPad

Damian Roy

From: Andrea Racek <andrearacek@hotmail.com>
Sent: Tuesday, September 08, 2015 11:07 AM
To: Damian Roy
Subject: stop sign

I am writing in support of a stop sign on Mansfield St. We live in the neighborhood on North Street and my girls ride bikes and walk the dog around the block to Loomis. A traffic calming devise, like the proposed stop sign, would improve the safety of our neighborhood for our children.

Thank you,
Andrea Racek
519 North St.

Damian Roy

From: Kevin Racek <kjrcek@gmail.com>
Sent: Tuesday, September 08, 2015 2:39 PM
To: Damian Roy
Subject: Loomis Street and Mansfield intersection Stop Sign

Mr. Roy,

Good Afternoon.

My name is Kevin Racek and I am a resident of 519 North Street. I am writing in regards to adding a stop sign at the Loomis Street and Mansfield intersection. Mansfield is a dangerous street, namely because of speeding cars. These cars, more often than not, do not come to a complete stop, and often do not stop at all at the intersection of North and Mansfield.

As I have two children, my wife and I have had to make them aware of these dangers, noting that the cross walk at North and Mansfield and at Mater Christi, where my children sometime ride bikes is especially hazardous.

I am in favor of controlling the speed along Loomis/Mansfield St, and a stop sign, I feel will help in this effort.

Please feel free to contact me with any questions that you might have.

Thanks.

Damian Roy

From: Ethan Platt <ethan@americanmeadows.com>
Sent: Sunday, September 13, 2015 5:05 PM
To: Damian Roy
Cc: 'Gretchen Shuman'
Subject: Supporting a Stop Sign at top of Loomis

Damian,

We are writing to voice our support for the proposal to add a stop sign at Mansfield and Loomis. Although we live around the corner on the top block of North St, we spent 2012-2014 living at 85 Mansfield, just south of that intersection. Having young kids, we were constantly dismayed at the speed in which people travel along Mansfield and how the nature of the intersection with Loomis (the large greenway) leads to close calls at that intersection, especially for pedestrians.

Please count us among those who would wholeheartedly support a 3-way stop (4, counting the convent) at Mansfield and Loomis.

Sincerely,
Ethan & Gretchen Platt
511 North St

Damian Roy

From: Doug Viehmann <dv@gvvarchitects.com>
Sent: Monday, September 14, 2015 9:08 AM
To: Damian Roy
Subject: Loomis/Mansfield Stop Sign

As a resident at 127 Mansfield I support installation of a stop Sign at Loomis Street intersection with Mansfield Ave.

Douglas R Viehmann AIA, Leed AP
G V V Architects Inc
284 South Union Street
Burlington, Vermont 05401

P-802-862-9631 M-802-578-6502

Damian Roy

From: Sean McKenzie <seanmmck4@gmail.com>
Sent: Monday, September 14, 2015 11:46 AM
To: Damian Roy
Subject: Stop sign at Loomis and Mansfield Ave

Damian,

Thanks for considering this. I think that a stop sign would make it safer at this crosswalk for both pedestrians and bicyclists. I have experienced various situations where it was tenuous for either to start across. Sight lines are not good at the top of Loomis because of parked cars - north and south - and anxious drivers tend to act quickly.

--

Sean M. McKenzie
137 Mansfield Ave.
Burlington

Damian Roy

From: Martha McAuliffe <mcauliffe.martha@gmail.com>
Sent: Monday, September 14, 2015 2:59 PM
To: Damian Roy
Subject: Support for Stop Signs on Mansfield Ave

Hello Damian,

I am writing to voice my support for the addition of stop signs on Mansfield Avenue at the intersection with Loomis Street. I frequently use this intersection as a pedestrian bringing my children to the playground at the Mater Christi School and crossing both Mansfield and Loomis at this intersection can be dangerous. Cars have a difficult time seeing pedestrians crossing from east to west on Mansfield when they are driving (often speeding) north on Mansfield. Crossing Loomis street sometimes feels unsafe because cars driving east on Loomis usually drive right through the crosswalk and cars driving north on Mansfield take high speed turns through the crosswalk since they are not required to come to a stop beforehand.

Thank you for investigating this issue.

Martha McAuliffe

Damian Roy

From: Glenn McRae <glennmcræ56@gmail.com>
Sent: Monday, September 14, 2015 6:17 PM
To: Damian Roy
Cc: Glenn McRae; Jim Langan
Subject: Loomis-Mansfield Stop Sign proposal

Damian,

I am writing in support of the proposal to install three Stop Signs at the intersection of Loomis and Mansfield Ave.

This is both a safety and quality of life issue.

I am a walk/bike commuter to work and pass this intersection daily, as well as occasional drive it.

I also observe the length of the street from North and Mansfield almost to Loomis and Mansfield from my front porch.

I can report from long hours of observation that there is about a 90% non-compliance with the stop signs at North and Mansfield. There are many rolling stops, and a number of barely change speeds turns at that stops sign intersection. Police enforcement has been long absent.

Mansfield is a wonderful Avenue. It is also a commuter route of choice if not design from the NNE and ONE, as well as from Mallets Bay/Porter's point in Colchester to the university/hospital and I-89. I can say that from experience having lived in Colchester and made this daily commute past Mansfield - the result was finding our current house. So this is a city and regional traffic flow issue.

The broad avenue allow for and encourages higher speeds than those posted. A break at Loomis would serve to at least discourage picking up speeds continuously along the avenue.

Mansfield and Loomis represents a highly trafficed intersection with many morning bike and pedestrian commuters. The pick up and drop off of students at Mater Cristi school adds to traffic uncertainty. Numerous children and families on week days and week ends also cross here to access the MC playgrounds. The current cross walks while visible are often ignored by cars who often cannot see pedestrians crossing from the E to the W side due to tree coverage. The far set back of the cross walk and stop sign on Loomis due to the wide buffer zone usually means cars do not stop at the stop line but only at the actual road cut onto Mansfield, if they stop at all currently. Distracted driving is also a serious problem particularly in the morning and evening.

While I do not believe the Stop Signs will solve all the issues for the neighborhood (an the affected neighborhood is much larger with residents on Wilson, Prospect, and Loomis and North between Prospect and Willard also affected) it will be a positive signal to drivers to pay attention, possibly lower speeds and increase attention to pedestrians and children in particular. The demographics of the neighborhood have changed greatly in the last five years with a very high increase in the number of young children in the neighborhood. To my knowledge this route was never intended to carry the volume of traffic it is currently subject to. Added safety measure, such as Stop Signs would be a valuable step.

Thank you for your consideration.

Glenn

--

Glenn McRae
131 Mansfield Ave.

Damian Roy

From: Hollie Shaner-McRae <hshaner@gmail.com>
Sent: Monday, September 14, 2015 8:21 PM
To: Damian Roy
Subject: re: stop sign Mansfield and Loomis

Hi Damian,

I am writing to express support for the installation of stop signs at the intersection of Mansfield and Loomis, to create a 3 way stop. Something absolutely has to be done to improve the safety of the intersection, and slow the speed down on Mansfield ave by creating a necessary stop - thus avoiding the Mansfield continuing to be a 'fast cut through street for some.

I walk to work 100% of the time, and also walk my dog in the neighborhood many times each day. I have had countless close calls of cars turning off of Mansfield onto Loomis without even looking to see if anyone is crossing the street. The problems are especially exaggerated when the UVM students are in town and when the Mater Christi School parents are dropping off and picking up their kids. In the wintertime, it can be even more of a hazard for pedestrians when the snow banks are high and visibility is limited.

Thanks in advance for anything you can do to expedite the process of getting this important safety concern addressed.

best wishes,
Hollie

*Hollie Shaner McRae
131 Mansfield Ave
Burlington, VT 05401*

Damian Roy

From: Ikcervantes <ikcervantes@yahoo.com>
Sent: Thursday, September 17, 2015 9:16 AM
To: Damian Roy
Subject: Proposed Stop Signs at Loomis/Mansfield Intersection

Dear Mr. Roy,

As a resident of Mansfield Avenue, I am strongly in favor of a solution to the unsafe speeding and disregard for crosswalks displayed by many drivers passing down our street. My young children and I typically walk on Mansfield Ave several times per day, between going to school, heading downtown, or simply taking a family walk around our neighborhood. We often witness cars exceeding the speed limit - sometimes at dangerous speeds at which it would not be possible to stop safely if someone were to step out on a crosswalk or otherwise enter the street. In a neighborhood filled with active children, this is reason for concern.

The proposal for a stop sign at Loomis and Mansfield is very welcome news for us and our neighbors on Mansfield Ave and Loomis and North Streets. The stop signs would improve neighborhood safety in at least three ways, by:

- 1) getting traffic on Mansfield Ave to slow down to safe speeds at which drivers can better pay attention to pedestrians on sidewalks and crosswalks up and down the length of Mansfield Ave (especially important given the number of small children in the neighborhood and at Mater Christi school);
- 2) getting drivers approaching/using North St to drive at speeds at which they will be able to notice and obey the stop sign at North & Mansfield (some cars, after speeding northbound through Mansfield Ave, continue speeding through the stop sign at the intersection of Mansfield and North St.); and
- 3) getting drivers to stop for pedestrians at the crosswalk at the Loomis/Mansfield intersection specifically. As it stands now, when we are at the Loomis/Mansfield crosswalk, my children and I often have to wait for many cars to pass, either oblivious to or in disregard of us and the crosswalk, until we get a car that stops for us to safely cross.

Please let me know if you would need any additional information.

Thank you for your time and effort regarding our neighborhood, Irene Cervantes



CODE ENFORCEMENT OFFICE

645A Pine St, PO Box 849
Burlington, VT 05402-0849

VOICE (802) 863-0442

FAX: (802) 652-4221

TO: Jeff Padgett/DPW Commission Chair
From: Bill Ward *[Signature]*
Date: October 9, 2015
RE: 132 N. Winooski Avenue appeal of Code Enforcement Inspector's order

Summary

Burlington Code Enforcement Inspector Kimberly Ianelli issued an order that the 1st floor unit was lacking a required smoke detector/CO detector which is required outside of bedrooms to meet the housing code. The property owner has appealed because he felt the unique circumstance of the interior make the inspector's order unnecessary.

Property description

The property was built in 1899. It has 3 rental units on the property at 132 North Winooski Avenue. There are two units in the front building facing North Winooski and the unit in question is on the first floor of that building.



Photo depicts the subject property as listed in the City Assessor's database

July 2015 Inspection results

Information available in alternative media forms for people with disabilities.

For disability access information call (802) 863-0450 TTY.

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Burlington Code Enforcement Inspector Kimberly Ianelli inspected the units as a follow up minimum housing inspection on July 31, 2015 and issued a report which had 1 deficiency to be corrected. The one deficiency is the missing smoke/CO detector for the common area of the apartment. The inspector set a re-inspection date of Friday, September 11, 2015. We received an appeal to the inspector's order prior to that date and the issue is pending at this time. Inspector Ianelli highlight the bedrooms with smoke detectors on the attached sketch.

Relevant Code Section (specific section underscored)

18-99 Smoke detectors.

(a) Each and every dwelling, rooming house, dwelling unit or rooming unit let to another for occupancy shall meet the following requirements for smoke detectors/alarms.

(1) Smoke detectors/alarms shall be installed in the following, areas:

a. In every sleeping room or area;

b. Outside every sleeping room or area in the immediate vicinity of the sleeping room or area; and

c. On all levels of the dwelling, dwelling unit, rooming house, or rooming unit, including basements but excluding crawl spaces and unfinished attics.

d. Notwithstanding the above installation locations, detectors/alarms shall not be located within kitchens or garages or in other spaces where temperatures can fall below forty (40) degrees F (four (4) degrees C) or exceed one hundred (100) degrees F (thirty-eight (38) degrees C). Detectors/alarms shall not, unless specifically listed for the application, be located closer than three (3) feet (0.9 m) horizontally from:

1. The door to a kitchen.

2. The door to a bathroom containing a tub or shower.

3. The supply registers of a forced air heating or cooling system, and outside of the airflow from those registers.

8-101 Carbon monoxide (CO) detectors.

(a) For rental units, as defined by this chapter, carbon monoxide detectors which are UL 2034 listed or approved by a nationally recognized independent testing laboratory shall be installed in the vicinity of the sleeping areas and on every floor of the dwelling in accordance with the manufacturer's instructions and state law.

(b) Anyone installing smoke detectors pursuant to Section 18-99 after the effective date of this section [10-19-2005] shall install either a combination smoke detector/carbon monoxide detector device or a combination system providing smoke and carbon monoxide detection and alarm in the vicinity of the sleeping areas and on every floor of the dwelling in accordance with the manufacturer's instructions and state law.

Permits in issued Status

Burlington City records for this rental property show there was an electrical permit issued on July 14, 2015 for the following work:

Install new wiring to add a photoelectric smoke detector in common area including AFCI protection for extended circuit, per City Ordinance and NEC as currently adopted by the State of VT.

The status of that inspection indicates that a final inspection from the City Electrical inspector has not been completed.

Code Enforcement request to the Public Works Commission

I request the Public Works Commission uphold the findings of the Code Enforcement inspector that the 1st floor unit requires a smoke detector/CO detector in the common area outside the bedrooms.

Simoneau Appraisals
SKETCH ADDENDUM

File No. 108
 FHA # 531-0233864

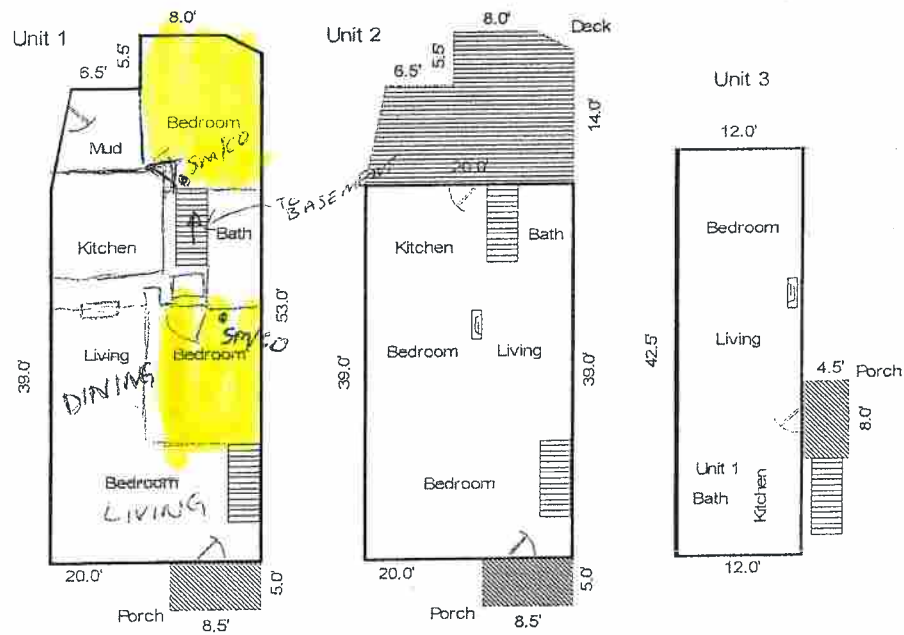
Borrower Gilbert, Jeffrey

Property Address 132 North Winooski Avenue

City Burlington County Chittenden State VT Zip Code 05401

Lender/Client Chittenden Mortgage Services Address 629 Putney Road, Brattleboro, VT 05304

Not To Scale



Currently
 2 sm/co
 one in
 each
 bedroom
 and
 one in
 basement

Sketch by April IV™
 Comments

AREA CALCULATIONS SUMMARY			
Code	Description	Size	Net Totals
GBA1	Unit 1, 1st flr	1039.25	1039.25
GBA2	Unit 2, 2nd flr	780.00	1290.00
	Unit 3, 2nd flr	510.00	
P/P	Deck	259.25	
	Porch	36.00	
	Porch	42.50	
	Porch	42.50	380.25
TOTAL BUILDING (rounded)			2329

BUILDING AREA BREAKDOWN			
Breakdown			Subtotals
Unit 1, 1st flr			
0.5 x	2.0 x	10.5	10.50
0.5 x	3.5 x	2.0	3.50
	2.0 x	8.0	16.00
	10.5 x	18.0	189.00
	3.5 x	11.5	40.25
	20.0 x	39.0	780.00
Unit 2, 2nd flr			
	20.0 x	39.0	780.00
Unit 3, 2nd flr			
	12.0 x	42.5	510.00
8 Calculations Total (rounded)			2329



CODE ENFORCEMENT OFFICE

645A Pine St, PO Box 849

Burlington, VT 05402-0849

VOICE (802) 863-0442

FAX: (802) 652-4221

October 9, 2015

Jeffrey Gilbert
134 North Winooski Avenue
Burlington, VT 05401

COPY

RE: Re-Inspection of 132 North Winooski Avenue, Inspection 295452

Dear Owner(s):

Thank you for your cooperation with the routine inspection I conducted on Friday, July 31, 2015 at 11:00:00 AM. My findings are included with this re-inspection report and Order.

A second re-inspection has been scheduled for Friday, September 11, 2015 at 3:30:00 PM. Tenants must be notified at least 48 hours in advance. All areas of the property must be accessible. Please contact me at 802-652-4235, at least 24 hours in advance, sooner if possible, if this needs to be rescheduled for any reason.

You may submit a written request for an extension of compliance date(s) if you need more time to complete repairs for a valid reason. Extension requests must include the reason the request is necessary and the extended compliance date requested for each item. **Requests must be submitting in writing on our extension request form; verbal requests will not be accepted.** You may obtain an extension request form by phone, at our Office, or on the web at www.burlingtonvt.gov under the Code Enforcement Office, Extension Request Form. The completed extension request, with all required information, must be approved by our office prior to the compliance date in order to avoid re-inspection fees. For this reason, and because application for an extension does not guarantee that it will be granted, you are encouraged to apply for an extension as early as possible if you anticipate difficulties with the Order compliance date(s).

If this office cannot verify compliance with the Order at the second re-inspection and a written extension has not been granted by our office, a re-inspection fee of \$100.00 per unit will be charged.

You may also be ticketed for the Minimum Housing Standards violations found at re-inspections. Furthermore, failure to comply with this Order is a criminal offense punishable by a fine up to \$500.00 and/or imprisonment; each day's failure to comply constitutes a separate offense. You may also be subject to provisions on suspension and revocation of Certificates of Compliance pursuant to Burlington Code of Ordinances section 18-20 if you fail to comply with this order or fail to get an extension.

Information available in alternative media forms for people with disabilities.

For disability access information call (802) 863-0450 TTY.

An Equal Opportunity Employer

COPY

Decisions stated in this Order and report relative to new findings at the re-inspection may be appealed in writing within thirty (30) days of the date of this correspondence, addressed to the Director of the Code Enforcement Office.

Please feel free to contact me at 802-652-4235 if you have any questions or concerns.

Sincerely,

Kim Ianelli
Minimum Housing Inspector

IN: 295452

Inspection Detail for: 132 North Winooski Avenue

Inspection Date: Aug 6, 2015 Inspector: Kim Ianelli

Page 1 of 1

Unit/Area

First floor (Item 1 of 1)

Finding: Smoke/CO detector does not meet required standards: Smoke/co needed outside of bedrooms

Remedy: Replace smoke/CO detector to code. Carbon monoxide detectors must be UL 2034 listed or approved by a nationally recognized independent testing laboratory. Installation must be in the vicinity of sleeping areas and on every floor of the dwelling, in accordance with the manufacturer's instructions and State law. City of Burlington electrical permit required for electrical work.

Non Complied

Correct By: Sep 11, 2015

Code Section: Smoke detectors

18-99 Smoke detectors/alarms shall be properly installed and shall be maintained in good working condition.

COPY

**BURLINGTON DEPARTMENT OF PUBLIC WORKS COMMISSION MEETING
DRAFT MINUTES, SEPTEMBER 16, 2015
645 Pine Street
(DVD of meeting may be on file at DPW)**

COMMISSIONERS PRESENT: Bob Alberry, Jim Barr, Tiki Archambeau, Solveig Overby, **Chris Gillman, Tom Simon (arrived 7:30 p.m., Jeff Padgett.**

ITEM 1 - CALL TO ORDER - Commissioner Padgett called the meeting to order at 6:30 p.m. He explained the new agenda and how the minutes were to be set up. There are three departmental goals - operational excellence, exemplary customer service and culture of innovation.

Public Forum is for people to talk on any subject. The sign-up sheet has been updated. There is a standard set up for each item and it is indicated whether if action is requested.

ITEM 1 - AGENDA

Commissioner Alberry requested that Item 4.E to be taken off consent agenda and added to the deliberative agenda as 4.1.

ITEM 2 - PUBLIC FORUM

Maryann Lesik of 300 South Union Street stated she feels a flashing light for pedestrians is needed at the rotary - Shelburne Street and Locust Street, North Willard and St. Paul on the north side of the street. She is encouraging support of these lights.

Mr. Bren Shippe came and supported the idea of flashing lights near the rotary. He stated there was a van parked there with blocks sightlines for vehicle operators

Claire Gestner stated she sent in an application for a handicap parking sign in front of 79 Archibald Street and would like to see action soon as parking in this area is terrible. She has a hard time walking any distance from her car due to health issues. Commissioner Barr asked if there could be a temporary sign and was informed by Mr. Baldwin that it would not be enforceable right away as there is a required notice period before the ordinance change goes into effect.

Sharon Bushor, City Councilor, came and stated she was in support of Item 6. She hopes for support on the consolidated parking proposal.

Joan Shannon, City Councilor, came to talk about the parking on Sears Lane. She stated from the railroad to Sears Lane there is a bend and there are no sightlines and parking at the bottom of

the street is unrealistic. There are no sidewalks on the street and people walk in the road. Speed has increased since the road was repaved. She is glad we are taking up the issue of the rotary and the possibility of flashing lights as there are many near misses of accidents and a lot of kids cross there for schools.

Bruce McDonald on Sears Lane - he sees kids and people going up and down the street all day when weather is nice as his shop's garage door is open. Parking on Sears Lane would narrow the traffic lane and jeopardize the people walking on the street especially the kids walking to and from school. People are driving faster on the street.

Karen Paul seconds Sharon Bushor's comments on Item #6. She stated that Martha Keenan had a good presentation on the Capital Plan. Also rapid flashing lights at the rotary would be a great addition it would also warn motorists of pedestrians in crosswalks.

ITEM 4 CONSENT AGENDA

- A. New Accessible Space at 7 Canfield Street
- B. New Accessible Space at 79 Archibald Street
- C. Accessible Space removal at 194 So. Champlain St.
- D. Accessible Space removal at 70 Rose Street
- E. State of RFS Backlog

Commissioner Alberry made a motion to accept.
Commissioner Barr seconded.
Unanimous Approval.

ITEM 4.1 RELOCATION OF THREE ACCESSIBLE SPACES FOR NEW CCTA TRANSIT CENTER

Commissioner Alberry stated that the handicap parking space was gone next to the sporting goods store and doesn't recall the Commission acting on this change. Mr. Baldwin stated he would look into this and get back to the Commission.

Commissioner Archambeau made a motion to accept.
Commissioner Alberry seconded.
Unanimous approval.

ITEM 5 - UNRESTRICTED PARKING ON SEARS LANE

Martin Corsell requested unrestricted parking on the north side. Businesses were contacted and most do not want parking on the

street. There is an eight foot parking lane open for pedestrians on the north side. Mr. Baldwin explained that based on further review staff review there was no current parking prohibition on the street. (See video)

Commissioner Alberry made a motion to take no action on request. Commissioner Overby seconded. Unanimous approval.

Commissioner Alberry moved to remove parking on both sides of street until the department can construct a continuous pedestrian facility along the street.

Commissioner Simon seconded.

Commissioner Archambeau stated it is a safety issue and is accepting the motion. (See video for more discussion.)

Commissioner Padgett stated he likes the design the east/west issue is creating confusion there is a motion to prohibit parking - like to see a sidewalk all the way and parking on the north side.

Commissioner Barr suggested traffic calming devices be added.

Commissioner Archambeau stated this was a friendly amendment. Commissioner Alberry seconded.

Director Spencer asked for clarification that the motion would prohibit parking on both sides and direct staff to advance efforts to construct a sidewalk and/or install traffic calming features contingent on securing funding.

Chair Padgett concurred.

Commissioner Padgett asked for a vote on the amended motion.

Commissioners Alberry, Barr, Padgett, Gillman and Simon voted affirmatively.

Commissioners Archambeau and Overby opposed.

ITEM 6 - PROCESS FOR CONCLUDING DOWNTOWN AND RESIDENTIAL PARKING STUDIES - Chapin Spencer

Chapin Spencer reviewed the proposed process for the four studies underway - a Downtown Parking Study, a Residential Parking Study, a TDM Action Plan and a report on parking requirements for downtown development. City Council passed a resolution at their last meeting calling for presentation of the residential parking study. Responding to public input requesting to know how all the studies interrelate, and to the Council resolution, staff has put together the draft timeline to make clear how these studies will be brought to conclusion. (Please see attached timeline.)

Commissioner Simon stated that he feels there should be a Commission meeting for public input on the draft plan and the

Commissioner's discussion. He also stated that he would like to see the history of what the Commission has done to date on the residential parking study.

Commissioner Padgett has stated that the Commission has heard from the public case by case.

Commissioner Overby expressed a desire to see the full draft. Director Spencer said that the timeline showed that the full draft plans would be provided for public comment in mid-October.

The Commission also discussed having more time for public comment. Two weeks is short.

Jason from Local Motion stated at walking and biking should be amplified in these plans. He stated at Open Streets event there were a couple of bike protected lanes tested out on North Winooski Avenue and people seemed to like that idea of biking without worrying about getting hit by a car.

ITEM 7 - FY 16 AND FY 17 CAPITAL PLANNING

Martha Keenan reported that the remaining \$1.3M GF capital funding gap will likely be closed with carry forward funding from a positive FY'15 (once the audit for FY'15 is completed). Additional capital needs have come up including repairs to the brick pavers in front the ECHO Center, repairs to Winooski Bridge and flashing beacons.

The FY 17&18 capital plan shows has a projected shortfall of \$24 million dollars. DPW's shortfall in FY'17 is projected at \$4.5M. Director Spencer stated the Council has charged the Board of Finance with recommending ways to close the FY'17 funding gap by December 2015 and he encouraged Commission members to be active in this process moving forward.

ITEM 8 - PDESTRIAN CROSSWALK DESIGN GUIDELINES - Norm Baldwin

Mr. Baldwin gave an overview of staff's work to develop policies for mid-block crossings and enhanced treatments such as rectangular rapid flashing beacons (RRFBs). The commission discussed the staff's recommendation to adopt the state's guidelines at next month's meeting. (See video for more details.)

One of the biggest intersections for pedestrian crossing is by the rotary - St. Paul Street and So. Willard Street. This is also a high motor vehicle accident location. The Commission was supportive of staff advancing the RRFB installation at the

rotary if staff put in writing how it is consistent with the state's guidelines.

Commissioner Alberberry stated we need to educate people and children by going into the schools educating children of the importance of looking both ways before crossing a street and to cross at the crosswalk areas.

ITEM 9 - MINUTES

Commissioner Padgett stated that the tape is officially part of the minutes.

Commissioner Overby stated that 4.7 was not clear - confusing about the handicap spot. We stated it was okay for one handicap spot.

Director Spencer handed out amended copies of the draft minutes from the Commission's July meeting.

Commissioner Archambeau clarified the motion under item #8 was to accept staff's recommendation with exception that the Commission selected the double weave sign to be installed by Price Chopper exit onto Route 7.

ITEM 10 - DIRECTOR'S REPORT - Chapin Spencer

We recently had our Employee Appreciation Party which was held at Oakledge Beach and all went well. He congratulated Norm Baldwin on his 25 years of service to the city and thanked Commission Chair Padgett for attending.

Director Spencer updated the Commission on projects including the - Cliff Street sidewalk, Flynn Avenue sidewalk, pedestrian wayfinding signs in downtown, garage capital improvements. He also drew attention to his printed report on the expanded regulation of phosphorous in Lake Champlain with the new TMDL document. We have until October 15th for comments and the City will be submitting comments.

Assistant Director Baldwin provided an update on the Pine and Lakeside intersection improvements. This project is due to start on October 15 with a completion date of January 15.

11. COMMISSIONER COMMUNICATION

Commissioner Archambeau wanted to congratulate Megan Moir for her Integrated Planning presentation. He asked about the dirt pile at Leddy Park. Staff replied it was a result of the

waterfront bike path project and Parks, their consultants and VT DEC are working on it.

Commissioner Overby is reading a book called Tactica Urbanism and suggested that others read it as well as there are some great ideas for trying various things.

Commissioner Simon stated he would like to see a work session meeting added in October for residential parking study. Chair Padgett said he would send out a Doodle poll to Commissioners to see if they could make this happen.

12. MOTION TO ADJOURN

Meeting ended at 9:46 p.m.



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

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To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **Director's Report**
Date: October 14, 2015

MANAGING PHOSPHOROUS & INTEGRATED PLANNING:

Following up on last month's update on the EPA's draft TMDL document regulating phosphorous in Lake Champlain, the City has thoroughly reviewed the draft document and will be submitting comprehensive comments by tomorrow's October 15 deadline. If the letter is ready by the time the packet is put together, we will include it in the packet, otherwise we will hand it out at the Commission meeting. A big thank you to Assistant Director Laurie Adams and Stormwater Program Manager Megan Moir for leading this effort.

PROCESS FOR PARKING STUDIES

Based on feedback from the City Council and the DPW Commission, I have finalized the process and timeline for completing the downtown and residential parking plans. Complete draft versions of the plans will be online as of Friday, October 16th at www.ParkBurlington.com and there will be a 30 day public comment period. Chair Padgett has asked the Department to warn a special Commission work session for Wednesday, October 28 to fully delve into the plans and solicit public feedback.

CAPITAL PROJECTS:

We are still busy with many construction projects even as the season winds down. Our construction updates are published regularly during the construction season and are posted on Front Porch Forum, Facebook, and Twitter and can also be viewed here:

<https://www.burlingtonvt.gov/DPW/CONSTRUCTION-UPDATES>

CHAMPLAIN PARKWAY UPDATE:

I provided a comprehensive update to the City Council on the Champlain Parkway for their 10-13-15 meeting packet. The update can be reviewed here: <http://champlainparkway.com/recent-activity/>. We are planning a public information session for November that will offer an opportunity to share current project plans and next steps. It is important to note that this project has advanced beyond the conceptual design phase so we will not be seeking input on the design at this meeting. We will share the date and location of the meeting when it is finalized.

ILLICIT DISCHARGE IN NNE FIXED:

Through staff investigation in early September, we uncovered a private residence that had their sanitary sewer directly connected to the City's stormwater system. We immediately alerted the homeowner, the contractor who built the home, and the VT Department of Environmental Conservation. Additionally, we informed the contractor of their responsibility to fix it. On September 25th, the contractor excavated and redirected the sanitary sewer at the private residence to the sanitary sewer system. The City will be continuing screening activities in the Strathmore neighborhood to ensure that no additional illicit connections exist.

FY'17 CAPITAL BUDGET

As we reported at last meeting, the City faces a substantial gap between capital project needs and

available funding in the FY'17 General Fund budget. The current gap for FY'17 is around \$8M – a significant portion of this gap is from a proposed increase in our street and sidewalk infrastructure investment. Given the Department's priority to close the capital funding gaps, the Commission expressed interest in being involved in the discussions with the Board of Finance and others as the City grapples with how to close the funding gap. I will notify the DPW Chair of the November Board of Finance meetings. We will be likely coming to the Commission with an update in November as well.

As always, feel free to reach out with any questions. See you next Wednesday!



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MEMORANDUM

To: Burlington City Council
Fr: Chapin Spencer, Director
Re: **Timeline for Parking & Transportation Plans**

October 6, 2015

Thank you for giving me time at your September 21, 2015 City Council meeting to run through the draft timeline for completing the parking and transportation plans currently underway – and to get your feedback.

Your guidance was very helpful. The main message I heard from Councilors was a desire to extend the period for public comment to a full 30 days. We have accommodated this suggestion in the attached timeline.

We will be doing additional outreach beyond what is listed on the timeline. Today we confirmed a short presentation at the October Police Commission meeting. If you have other ideas for outreach, please feel free to contact me.

The timeline has been posted on DPW's homepage and on the ParkBurlington website. In the coming week we will be provide a link to this timeline in a city-wide Front Porch Forum post.

The drafts for each plan will be available for public review and feedback on Friday, October 16th on the ParkBurlington website (www.ParkBurlington.com).

Let me know if you have any questions. Thank you.

CC: Public Works Commission

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Timeline for Parking and Transportation Plans

Version 10/5/15

Date	Downtown Parking & Transportation Plan	Residential Parking Plan	TDM Action Plan	Report on Parking Requirements for Downtown Development
7/15/15	DPW Commission: Presentation on downtown and residential plans			
8/10/15	City Council: Presentation on draft plan			
9/8/15		City Council: Resolution calling for presentation and public forum on the residential plan passed		
9/16/15	DPW Commission: Presentation and feedback on proposed process			
9/21/15	City Council: Presentation and feedback on proposed process			
10/5/15	Distribute final process and timeline information to public			
10/16/15	Full draft document is online for public review	Full draft document is online for public review	Full draft document is online for public review	
Week of 10/19/15		4th Advisory Cmte Mtg		
10/21/2015 or 10/28/15	DPW Commission: Overview of how all plans interrelate and update on residential plan (TBD)			
10/26/15	City Council: Presentation on residential plan and how other plans interrelate, public forum			
10/27/15	Planning Commission: Presentation on downtown, residential and TDM plans			
Late-Oct / Early Nov	Public forum on draft plan			
11/3/15	Parks Commission: Presentation on downtown and residential plans			
11/15/15	End of public comment period			
12/1/15	Parking Advisory Cmte sends final draft to City Council, posted online	Final draft plan is posted online	Final plan is posted online	
12/7/15	City Council: Votes to accept plan			
12/16/15		DPW Commission: Votes to accept plan		
Dec. 2015				Planning Commission: Presentation on downtown parking zoning report recommendations
Jan. 2016				City Council: Presentation on downtown parking zoning report recommendations

The documents referenced above can be reviewed at www.ParkBurlington.com.



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MEMORANDUM

To: Burlington City Council
Public Works Commission
Fr: Chapin Spencer, Director
Re: Update on the Champlain Parkway Project

October 7, 2015

This memo is a follow up on Champlain Parkway activities since the November 2014 and February 2015 updates I provided to the City Council. At the last Board of Finance meeting, the Board unanimously recommended Council approval of the 5th amendment to our Cooperative Agreement with the State of Vermont for the Champlain Parkway. As the Council takes action on this amendment, City staff wants to make sure you have a comprehensive project update on this key 2.5-mile transportation investment.

In 2015, the project has achieved a legal milestone, the DPW Commission lowered the speed limit along the project corridor, and the design continues to advance in ways that reflect the public input we've received along this corridor. Today's two-lane, multi-modal design that includes significant stormwater, bike/pedestrian, and traffic calming components is a dramatic departure from the project's distant origins and will complement and foster the ongoing vitality of the South End well into the future.

Specifically, this project will:

- Build a new 25-mph City street between Home Avenue and Lakeside Avenue that will expand South End connectivity.
- Construct 1.5 miles of new shared-use path in the South End – creating a continuous shared-use path from the border of South Burlington at Queen City Park Road to Pine & Kilburn where new buffered bike lanes will connect to downtown on Pine Street up to Maple Street.
- Reduce truck and commuter traffic through the Home Avenue, Flynn Avenue, and Champlain School neighborhoods – allowing for future street redesign opportunities in those areas.
- Install two major stormwater features that together with other project components will improve stormwater management over current conditions.
- Install new sidewalk, pedestrian signals, and transit shelters.
- Complement the Railyard Enterprise Project's multi-modal connectivity between Pine Street and Battery Street so that there will be more connections between downtown and the South End.

Is this project perfect? No, it isn't. It has been challenging for many Administrations to work within the project's original Purpose & Need and re-create the Champlain Parkway into a more modern, pedestrian-oriented investment for the City's future – but we've made tremendous progress – including

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recently as you'll see below. We must all remember that the ideas that can't feasibly be added into the Champlain Parkway project can be pursued as separate projects. This was done with the community's desire to better connect Pine Street with Battery Street when the Railyard Enterprise Project was launched in 2012 (more information at www.ccrpcvt.org). It was done with the construction of sidewalk improvements and the installation of six crosswalks and Rectangular Rapid Flashing Beacons along Pine Street. It was done with the Pine & Lakeside intersection improvements underway now. Our City is constantly evolving and its transportation and infrastructure needs must respond to these changes.

Permit Milestone:

- In August 2015, the City received a favorable VT Supreme Court ruling on the last outstanding appeal of the project's Act 250 permit. The Act 250 permit is now final and authorizes construction of the project with 39 permit conditions. Conditions of note include post-construction traffic monitoring of a number of intersections including Parkway/Lakeside, Pine/Locust and Pine/Howard.

Speed Limits:

- At its May 20th meeting, the DPW Commission unanimously agreed to set a 25 mph speed limit north of Home Avenue (down from 35 mph) to be consistent with the City-wide speed limit. The Commission also voted to drop the speeds more quickly between I-189 and Home Avenue as the Champlain Parkway transitions from a highway to a City street.

Design Details:

- Earlier this year, the City compiled previous public input and obtained VTrans consent to develop design details that will further enhance safety for all modes along the project corridor – with a focus on the Pine Street portion of the project.
- The proposed features include raised intersections, bump-outs, new bike lanes, transit shelters, and more pedestrian-friendly intersections.
- VTrans has agreed to incorporate these features into the project as long as they do not unreasonably impact the project's cost, permits, or timeline.
- The City is now working with the project consultant CHA to incorporate these elements into the project plans.
- We are also preparing visuals for the current designs and will present them at the public informational meeting in late October or November.

Upcoming Public Meetings:

- To keep the community well-informed on the project's status, share the latest design details, and to answer any questions, we will be hosting an informational meeting on the project in late October or November. Once the date and time are finalized, we will widely publicize this opportunity. It is important to make clear that the project must be constructed as permitted. This public meeting will be to provide updates and answer questions – but not to provide design input as we are beyond that stage of the process.
- We would also welcome the opportunity to present a similar project update with current project plans to the full City Council should it be requested.
- We've continued to provide periodic updates to the Ward 5 Neighborhood Planning Assembly – the last presentation was on March 19, 2015.

Next Steps and Timeline:

- Complete further soil characterization work along project corridor

- Review, approval, refinement of project engineering plans to finalize areas necessary for permanent and temporary right-of-way
- Develop soil management plan for the project
- Acquire any additional areas needed for right-of-way
- Complete Final Supplemental Environmental Impact Study (FSEIS) re-evaluation and permit extensions / amendments
- Refine project plans to construction level of detail
- Bid project
- Construct project (estimated duration is two full construction seasons, with a fall 2018 construction start)

RELATED PROJECT UPDATES:

While we are working hard to advance the Champlain Parkway, we are also advancing many other projects within or adjacent to the project corridor including:

Pine & Lakeside Intersection Improvements: This fall and winter, we will be investing in a comprehensive upgrade to the Pine & Lakeside intersection that will include new mast arm traffic signal equipment, installation of pedestrian signals, new ADA compliant concrete sidewalks, and relocation of a commercial driveway.

Railyard Enterprise Project: The goal of this project to improve connectivity for all modes between Pine Street and Battery Street while also looking to expand economic opportunities in adjacent areas and improve access to the railyard. After two years of collaborative work and reviewing dozens of project alternatives, the project Steering Committee on October 29th will be reviewing three proposed alternatives to bring forward into a federal permitting process called an Environmental Impact Statement (EIS). Once the Steering Committee votes to advance these alternatives, we will be presenting the alternatives to the DPW Commission and the City Council later this year.

King & Maple Neighborhood Traffic Calming Effort: We have presented conceptual plans for traffic calming / neighborhood enhancement at a recent neighborhood meeting and are gathering input now. We seek to develop a final plan this winter.

Champlain School Pedestrian Improvements: This Safe Routes to School grant funded project will install new sidewalk on Birchcliff Parkway and improve pedestrian crossings at three neighborhood intersections on Locust Street and Birchcliff Parkway.

Many of these projects have been advanced with strong support from our partners at the Chittenden County Regional Planning Commission, the Vermont Agency of Transportation, and the Federal Highway Administration, and we thank them for their ongoing support.

I hope this update has been helpful. Feel free to contact me (cspencer@burlingtonvt.gov) to discuss any of this in further detail.

CC: Michele Boomhower, Director of PPAID, VTrans
 Wayne Davis, Project Manager, VTrans
 Rob Sikora, Environment & Right-of-Way Program Manager, FHWA
 Norman Baldwin P.E., Assistant Director and City Engineer, Burlington DPW
 David Allerton P.E., Engineer, Burlington DPW